

CITY OF ORINDA GENERAL PLAN

1987 - 2007

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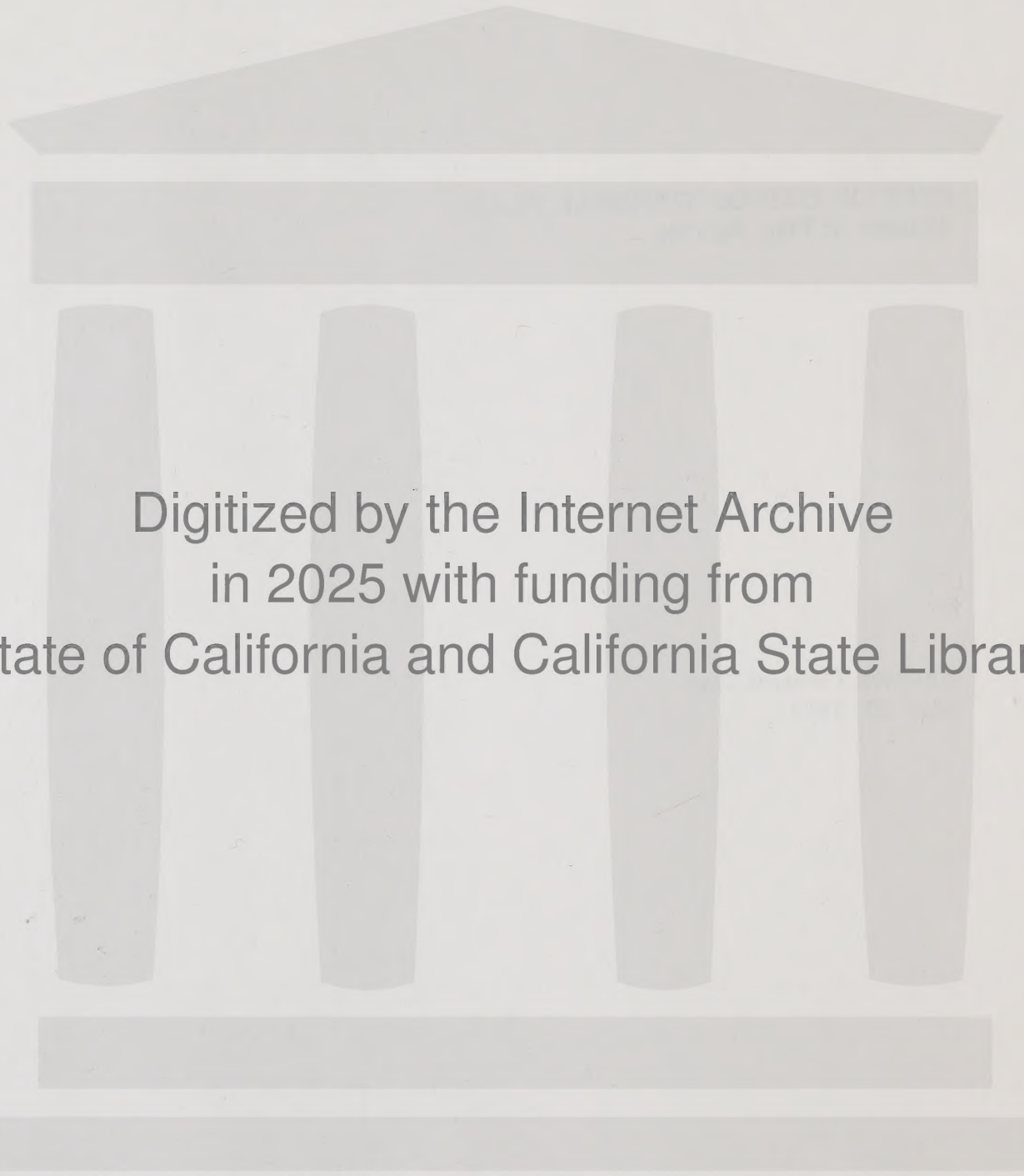
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UNIVERSITY OF CALIFORNIA



**CITY OF ORINDA GENERAL PLAN
Volume 1: Plan Policies**

**Adopted General Plan
May 20, 1987**



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1.0 BACKGROUND

The community of Orinda incorporated on July 1, 1985, after 100 years of gradual development. One of the primary reasons cited by many Orindans for supporting incorporation was the desire for local decision making. Land use planning and development application review by local citizens was thought to be of primary importance. This feeling stemmed from a widely accepted desire to preserve the quality of the natural and man-made living environment that has evolved in Orinda. The timing of incorporation was crucial due to the extreme regional pressure for more intensive development and redevelopment of the area.

The City of Orinda's first general plan, therefore, serves as more than a planning document but also as an embodiment of many of the community's values and goals. The General Plan is also considered to be the consensus "blueprint" for the future development of the community.

1.1 DEVELOPMENT HISTORY OF ORINDA

In the 1920's Orinda was a rural community as a natural product of its topography and inaccessibility. The fog barrier created by the Berkeley Hills made it an attractive summer destination. With completion of the Broadway Low Level (Caldecott) Tunnel in 1937, Orinda became the most accessible "country" environment in the East Bay. Between 1940 and 1970, more than 60 percent of Orinda's 6,300 homes were built, some in tracts, but many as custom homes on hillside lots with minimal grading. Most of residential Orinda is comfortably mature, with trees dominating roads and buildings.

Today, Orinda (excluding the Gateway Valley) has room for only 10 to 15 percent more homes and about two-thirds of these are already approved or are expected to be built on existing lots. The sites remaining are among the most difficult to develop in harmony with the existing community. Gateway Valley at the west edge of the city south of Highway 24 is Orinda's only large undeveloped area, but slopes and slides may limit the buildable area to less than 200 acres.

Highway 24 and BART divide the downtown, leaving the Village on the north and the Crossroads on the south. With a stable population, retail floor area has remained constant during the last 15 years, but Orinda's prestige and convenience as an office location has brought a doubling of office space. Now, little land remains for additional development.

Defining and maintaining downtown's "village character" has been a major issue. Oversize buildings, parking shortages, lack of trees, and possible loss of the landmark Orinda Theatre are specific concerns.

Residential growth in Contra Costa County, particularly in Moraga, has brought peak-hour congestion to Highway 24 and Moraga Way. BART removes freeway trips, but not Moraga Way/Camino Pablo trips, and overflow parking is a problem.

Orinda's previous General Plan was adopted by the Contra Costa County Board of Supervisors in 1973. Desire for full local control over development decisions was a leading issue in the successful 1985 election to incorporate Orinda.

This Orinda General Plan is the first comprehensive statement of the community's aspirations for its future physical development.

1.2 NATURE OF THE GENERAL PLAN

The General Plan provides a policy framework for development decisions. It has three functions:

1. To document agreement between the Orinda Planning Commission and the Orinda City Council concerning long-range development policies;
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies; and
3. To allow other public agencies and private developers to design projects that are consistent with City policies.

The Plan must be:

Long-range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. The General Plan planning period is 1987 to 2007. In order to create a useful context for development decisions, the Plan must look at least that far ahead.

Comprehensive: The Plan must coordinate all major components of the community's physical development. The relationship between land-use intensity and traffic is the most obvious example.

General: Because it is long-range and comprehensive, the Plan must be general. The Plan's purpose is to serve as a framework for public and private development.

Since the Plan is general in nature, the public infrastructure improvements and guiding and implementing policies will require extensive policy, planning, engineering, environmental, traffic, geotechnical and economic analysis before consideration may be given as to whether a policy, ordinance, capital project or other implementing task may be feasible. Financial resources will be required to be identified before the public infrastructure and other guiding and implementing tasks may be determined to be feasible. These resources will consist primarily of developer construction, developer fees, federal, state or local funding programs, and voter approved taxes or assessments. To a minimal extent, City monies may be available for this purpose. This plan shall not be construed to require the City to study, plan or construct a public infrastructure or improvement. Such action shall be dependent upon the future analysis to be conducted on each project contained in the plan. This plan shall not be construed to create any obligation or liability on the part of the City.

The Plan policies (maps and text) can be amended as often as four times each year (Gov. Code Sec. 65358 [b]) and should be revised at least every five years.

Since they were recommended by the Planning Commission and adopted by the City Council, the text and Plan maps in the Plan Policies Report constitute a guide for the day-to-day physical development decisions that shape the social, economic, and environmental character of the City and its Planning Area.

1.3 CITY BOUNDARY AND PLANNING AREA

State of California Planning, Zoning, and Development Laws (1985) (Gov. Code Section 65300) direct each jurisdiction to include "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." Consequently, the Orinda Planning Area as determined by the Planning Commission and City Council includes the Siesta Valley and other public and privately held lands west of the City which are currently in open space. In addition to the City (12.8 square miles), the Planning Area includes 2.9 square miles of unincorporated area.

1.4 PUBLIC PARTICIPATION

Community desire for direct involvement in planning decisions was a primary reason for Orinda's incorporation. A strong history of public activity in community affairs continued through the General Plan process, which was led by a 27-member volunteer General Plan Committee appointed by the City Council. Significant assistance was provided by liaison members from the Planning Commission, Public Works, Parks and Recreation Commission, and the Orinda Union School District, and representatives from the Orinda Association and the Orinda Chamber of Commerce.

The General Plan Committee worked as a complete body and in five subcommittees: residential development; commercial development; traffic and circulation; open space, conservation and public facilities; and Gateway Valley. In addition, there was a special study project on private roads. The subcommittees provided City staff, consultants and the full Committee with information and proposed policies on their topics. The Commercial Development Committee achieved further public participation through a survey of downtown business and property owners.

A memorandum on planning issues, *Working Paper 1: Existing Conditions, Planning Issues and Options*, and *Working Paper 2: Analysis of Alternative Sketch Plans* were available to the General Plan Committee members and general public. Throughout the process, the Plan was shaped by public meetings, starting with identification of planning issues and including a series of meetings on specific topics during which Committee members voted on Sketch Plan components to be included in the Draft General Plan.

Planning Commission and City Council study sessions, Plan adoption hearings, and the environmental review process provided opportunities for public comments on the Draft General Plan.

1.5 REPORT ORGANIZATION

The Orinda General Plan consists of the text and Plan maps in *Volume I. City of Orinda General Plan: Plan Policies*. *Volume II. City of Orinda General Plan: Technical Supplement and Environmental Impact Report (EIR)*, contains the background information on the issues that resulted in the Plan policies. Volume I is referred to as the "Plan Policies Report" and Volume II as the "Technical Supplement/EIR." State planning law calls for seven General Plan elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The elements are grouped in three General Plan sections in Volume I as follows:

Land Use and Circulation Section

Land Use, Circulation, Open Space, Parks, Schools, and Utilities elements

Housing Section

Housing Policies; the full Housing Element is included in the Technical Supplement/EIR

Environmental Resources Management Section

Conservation, Safety, and Noise elements

2.0 LAND USE AND CIRCULATION SECTION

The three state-mandated elements included in this section, Land Use, Open Space, and Circulation, set the physical form of the community. The Plan map is the primary statement of policy, and is supported and explained by the text policies.

The Land Use Element must include "standards of population density and building intensity" so that circulation, public facilities and services needs can be determined. Parks, Schools and Utilities (not mandatory element topics) are combined with the Open Space Element so that all large present or potential open spaces or recreational facilities can be discussed under one heading.

The Circulation Element is designed to serve the proposed land-use pattern, but in Orinda and other largely developed communities, the difficulty in adding circulation capacity is a major determinant of the intensity of land use.

The General Plan map applies the policies of this section showing the detail necessary to carry out the Plan's intent. Thus, specific boundaries are designated for downtown development, but the location of development in the Gateway Valley is indicated conceptually.

2.1 LAND USE ELEMENT

Orinda is a nearly built-out residential community with large undeveloped watershed lands north and west of the City, a compact downtown on both sides of Highway 24, and some development potential in the Gateway Valley. The Gateway Valley consists of two major parcels totaling about 1,000 acres, although slopes and unstable soils will restrict the developable area to about 200 acres. Development here will require a Specific Plan covering the whole Gateway Valley area.

The phrase which best describes existing residential development and development envisioned by the Plan is "semi-rural character," which is defined as consisting of the following characteristics:

- Major visible undeveloped ridgelines and hillsides;
- Most houses small in relation to their lots;
- Heavy tree cover and other vegetation dominating most lots;
- Limited grading and disturbance of existing land contours;
- Undisturbed creeks and creek beds;
- Diversity of house placement;
- Visible vacant land within and adjacent to residential areas;
- Winding streets with limited traffic;
- Few sidewalks and street lights;
- Protected open space to the north and west of the city.

For consistency with the scale and nature of Orinda, the retail and office districts should have characteristics that can be described as "village character." This can be defined as a commercial area of relatively low density with a predominance of small-scale, low-lying buildings of varying architectural styles

CITY OF ORINDA

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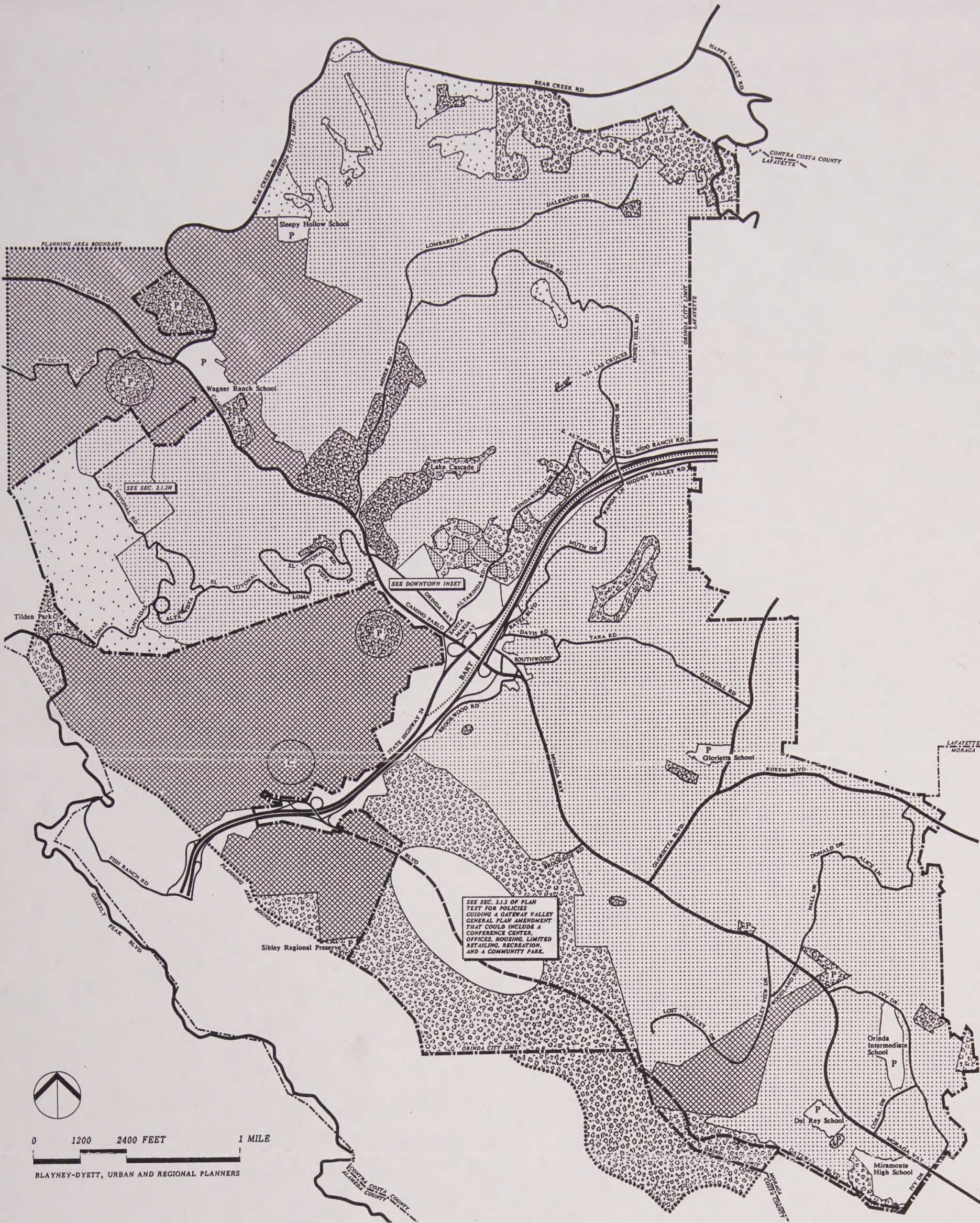
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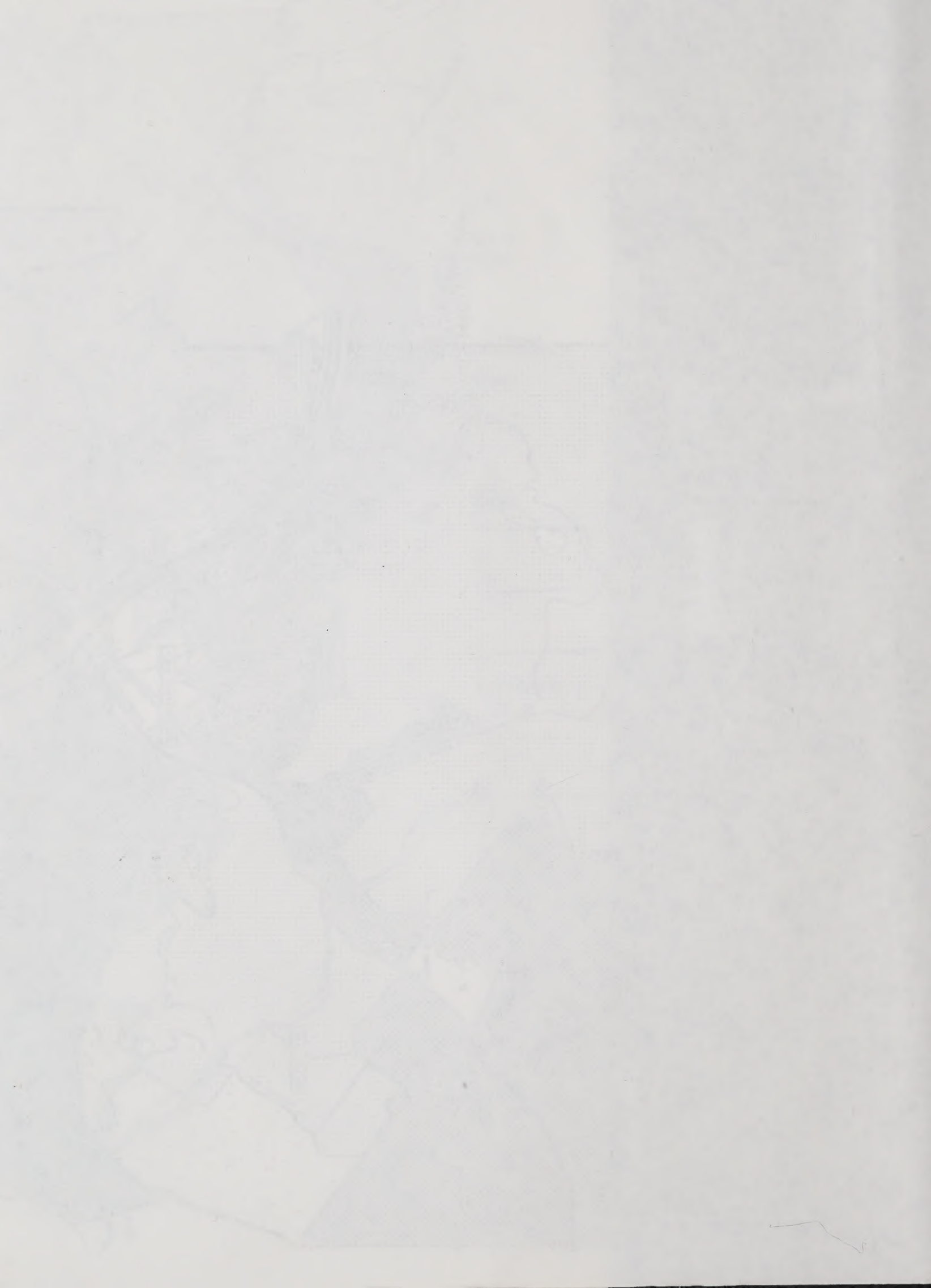
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CITY OF ORINDA

Figure 1: GENERAL PLAN

	RESIDENTIAL: SINGLE FAMILY VERY LOW DENSITY (5-10 acres per unit)		PARKS AND RECREATION (<i>"P"</i> denotes public use)
	RESIDENTIAL: SINGLE FAMILY LOW DENSITY (1-2 units/acre)		UTILITY (<i>"C"</i> denotes cultural use)
	RESIDENTIAL: MULTIFAMILY (6-10 units/acre)		OPEN SPACE: Preservation of Natural Resources, Managed Production of Resources, Public Health & Safety
	PUBLIC AND SEMIPUBLIC (<i>"P"</i> denotes public use)		ARTERIAL STREETS (Proposed)
			COLLECTOR STREETS (Proposed)



CITY OF ORINDA

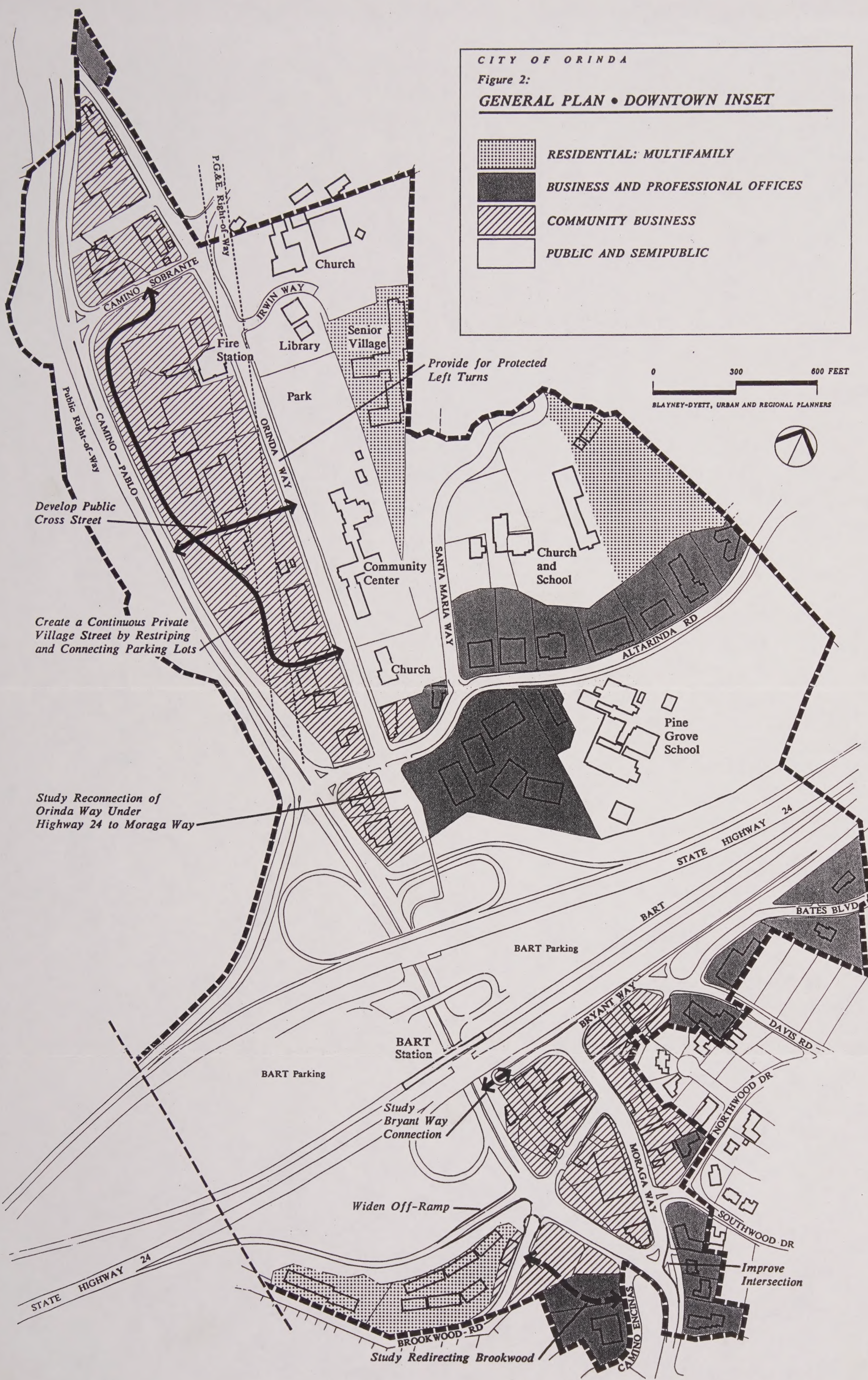
Figure 2:

GENERAL PLAN • DOWNTOWN INSET

- RESIDENTIAL: MULTIFAMILY
- BUSINESS AND PROFESSIONAL OFFICES
- COMMUNITY BUSINESS
- PUBLIC AND SEMIPUBLIC

0 300 600 FEET

BLAYNEY-DYETT, URBAN AND REGIONAL PLANNERS



(generally not exceeding two stories) fronting on streets or landscaped, plaza-like spaces.

LAND USE CLASSIFICATIONS

Residential -- Very Low-Density, Single-Family (5 to 10 acres per unit): Sites five acres or larger, or clustered units at a similar low average density are appropriate in several areas that are adjacent to EBMUD watershed or East Bay Regional Park District (EBRPD) land, or have limited road access. Septic tanks could be considered where sewers are not available and soil and drainage conditions are appropriate.

The Large-Lot Residential designation and the Environmental Preservation areas on the North Orinda Specific Plan are consistent with the Very Low-Density category.

Residential -- Low-Density, Single-Family (1 to 2 units per acre): This density predominates in Orinda. The Plan requires future subdivisions to meet the Low-Density standard. Development on steep sites will be at lower density as determined by slope-density regulations.

Residential -- Multi-Family (6 to 10 units per acre): This includes attached condominium and apartment housing units. Housing limited to senior occupancy at a base density exceeding 10 units per acre is consistent with the Plan if the impacts do not significantly exceed those common to nonrestricted occupancy units within the prescribed density range.

Downtown -- Business and Professional Offices: Types of offices to be permitted at specific zones are to be determined by ordinance.

Downtown -- Community Business: This includes retail stores and services needed frequently by residents, a very limited amount of personal service offices, and small specialty retail stores. Retail services are defined as businesses primarily serving the local needs. Types of establishments to be permitted are to be determined by ordinance.

Public and Semipublic: This category designates uses other than parks owned by a public agency or semipublic institution that are of sufficient size to warrant differentiation from adjoining uses. These are labeled on the Plan map. Examples are public and private schools.

Parks and Recreation: This includes existing and proposed public parkland, and private recreation facilities of sufficient size to warrant differentiation from adjoining uses.

Open Space: This includes existing and proposed open space that is to be used for preservation of natural resources, managed production of resources (e.g., grazing land), and public health and safety. Within subdivisions, designated permanent open space that is of sufficient size to warrant differentiation from adjoining uses is mapped.

Utility: EBMUD and PG&E facilities and lands are mapped where they are of sufficient size to warrant differentiation from adjoining uses. In addition to

primary utility purposes, watershed, open space, and public recreational uses are appropriate to this designation. Cultural uses are also appropriate, but only in areas specifically designated as "C" on the General Plan map.

2.1.1 Land Use: Guiding Policies

- A. Maintain the semi-rural character of Orinda.*
- B. Maintain the dominance of wooded and open ridges and hillsides.*
- C. In downtown Orinda new commercial development shall be limited to providing goods and services for local use and other small specialty retail stores.*
- D. In downtown Orinda, new office development shall be limited to offices generally supporting local residents and businesses.*
- E. Places of religious assembly and preschools are appropriately located in residential areas if served by arterial or collector roads, subject to review of impacts.*
- F. Child-care facilities are appropriately located in residential areas if sufficient space is available for outdoor activity, and traffic, parking and noise are controlled.*
- G. Development density in northwest Orinda areas between developed sections and open space may be specifically limited due to traffic considerations, sensitivity of the watershed, and the desire for transition densities.*

2.1.2 Land Use: Implementing Policies

- A. Revise zoning regulations and map to be consistent with General Plan policies.*
- B. Very Low-Density: Require sites of five or more acres or clustered units with an average density of five or more acres per unit for sites on sensitive reservoir watershed or at a transition between residential and open space.*
- C. Low-Density: Maintain regulations that permit one to two single-family dwelling units per net acre on flat land and require progressively lower density as slope increases consistent with the previously existing slope density formula. Exceptions are areas designated for multi-family housing on the Plan map.*
- D. Subdivision Approval Process: To attain the best design on the remaining difficult subdivision sites suitable for five or more housing units, the City may require the proposal to be a planned unit development that does not increase the number of units. However, the inclusion of senior units at a greater density may be considered subject to environmental review. This may require clustering of attached or detached units and preservation of prominent site features such as open hillsides and woodlands. Clustering*

proposals are subject to the same semi-rural standards as other development. The number of attached houses in a cluster shall not exceed four.

E. *Residential Area Design and House siting: Consider ordinances to maintain semi-rural character with respect to the following:*

- *Regulating the relationship of house size in relation to lot size to maintain low-density character;*
- *Removal of natural vegetation;*
- *Disturbance of existing groundforms;*
- *Disturbance of creek corridors;*
- *Street design to avoid wide, straight streets;*
- *House placement in relation to ridgelines to avoid or minimize visibility around designated ridges and scenic hillsides through the adoption of an appropriate hillside and ridgeline ordinance giving due consideration to such ordinances from adjoining cities;*
- *Height of new houses and additions;*
- *Solar orientation of new houses.*

F. *The North Orinda Specific Plan adopted in 1978 by the Orinda Area Planning Commission shall remain in force. Any amendment to the North Orinda Specific Plan shall be consistent with the General Plan.*

G. *Develop residential subdivision design guidelines for future developments.*

H. *No major subdivision in the El Toyonal area shall be developed prior to the completion of an extension of El Toyonal Road to Camino Pablo or Wildcat Canyon Road. The connection to Camino Pablo is preferred. If the Camino Pablo connection is provided, then land in the El Toyonal area located east of El Toyonal Road, contained in or surrounded by the Sullivan and Johnson Ranches and designated "Low Density" residential, may not be zoned or developed more intensively than 1 unit per acre.*

If the extension of El Toyonal Road to Camino Pablo cannot be developed, then the permitted housing density in the area defined above, located east of El Toyonal Road shall be further limited. The extent of such limitation shall be based upon the degree of traffic mitigation on El Toyonal Road.

If no route other than the existing El Toyonal Road alignment to Wildcat Canyon Road can be provided, then the areas defined above, located east of El Toyonal Road shall be re-designated "Very Low Density" residential with a density range of 5-10 acres/unit.

The density in the El Toyonal area may be further limited by the City slope density ordinance.

Land in the El Toyonal area located west of El Toyonal Road and designated "Very Low Density" residential may not be zoned or developed more intensively than 10 acres/unit.

I. *Consideration should be given to the adoption of a density transfer ordinance.*

- J. *Prior to development plan or tentative subdivision map application submittal for the 43-acre Southwood Valley parcel, an environmental constraints study shall be completed by the City at the expense of the owner and upon request of the owner. The study shall address the developmental potential of the valley based upon a thorough analysis of soil and geologic conditions, on and off site storm drainage, traffic, vehicular access to the site, natural systems (including creeks, wildlife habitat, trees, and other vegetation, etc.), and other appropriate environmental constraints. Depending upon the results of the study, the maximum permitted housing density for the ten (10) acre low density area may be adjusted downward from twenty (20) lots. The thirty-three (33) acres designated as open space for the site on Figure 1 does not carry any residential density and shall not be developed with buildings. Prior to any future subdivision of the forty-three (43) acre parcel, an environmental impact report shall be completed by the City at the expense of the owner and upon request of the owner.*

DOWNTOWN

The downtown area of Orinda is divided into four distinct areas: 1) Multi-Family Residential, 2) Community Business which is predominantly retail, 3) Business and Professional Offices and 4) Public and Semi-Public areas (see Figure 2).

The Community Business area should be predominantly retail. There is concern that vacant retail space has frequently been converted to office use. Although a limited amount of offices that meet the needs of local residents and businesses are acceptable, they should not displace retail stores and service space.

The Community Business area includes the block bounded by Moraga Way, Bryant Way, Camino Pablo and Brookwood Road, where the Crossroads Project is located. In return for the developer's restoration of the Orinda Theatre, a building of historic significance to the community, this project, which was approved prior to the adoption of this General Plan and is thus not subject to its constraints, will include more office space and a greater floor area ratio than would ordinarily be allowed in the Community Business area. It is also recognized that this project does not conform to the height limit and to the land use constraints contained in this Plan applicable to the rest of the Community Business area. The General Plan prohibits similar non-conforming uses in other locations in the Community Business area.

Business and Professional Office areas should also conform to the "village character" of the entire downtown area, and should provide office suites suitable for office uses supporting local community residents and businesses, rather than regional offices.

Both large retail commercial uses intended to serve regional markets and large office complexes serving regional or statewide needs are discouraged in the Community Business area. Such uses would seriously alter the character of the downtown area and create unmanageable problems for an area already beset with severe parking and circulation problems.

With a stable trade area population and limited space to grow (without adding large buildings that intrude on residential areas) both the Village and the Crossroads must rely on more efficient traffic circulation and parking as well as design improvements to attract increased business and a variety of retail shops.

2.1.3 Downtown: Guiding Policies

- A. Enhance the "village character" of downtown. Large, highly visible parking lots characteristic of strip shopping centers are inconsistent with village character.*
- B. Favor retail services needed frequently by residents by limiting the amount of office space in predominantly retail areas. Office space in retail areas should serve Lamorinda uses and generally not exceed retail space on any one lot.*
- C. Limit development at the Orinda BART station to ground level and underground parking. Encourage BART to develop additional ground level parking on off-site properties.*
- D. Maintain current boundaries between commercial and residential areas as indicated on the Downtown Inset General Plan map. The Plan does not envision any expansion of the land area designated for commercial or office use.*
- E. Make downtown shopping more attractive by diverting through traffic off local streets in the business district, providing more convenient circulation for shopping traffic, managing the parking supply more efficiently, creating safe and pleasant pedestrian routes, and developing and maintaining sufficient landscaping.*
- F. Businesses that generate heavy traffic such as financial institutions should front arterial streets. Small buildings should buffer adjoining residential areas.*
- G. Develop a parking time limitation ordinance which encourages retail and commercial customers to use the Downtown areas.*
- H. Site proximity to the BART terminal should not be used to justify a reduction in the standard requirement(s) for on-site parking, unless a Transportation System Management contract is made with the City.*

2.1.4 Downtown: Implementing Policies

- A. Enhance architectural compatibility in each sector of downtown by establishing design districts that provide guidelines and a review process for site layouts, architectural design, alterations, landscaping, and signs. Sloping roofs are encouraged on new buildings in districts where such features are common.*

- B. *Require planting and maintenance of trees and other plant material throughout downtown, according to a comprehensive landscape plan.*
- C. *Enact regulations that will ensure small-scale low-lying buildings by limiting height to 35 feet (generally not more than two stories) and total floor area to a limited percent of lot area.*
- D. *Enact regulations that will ensure retail or specified service occupancy of space within the retail shopping area now occupied by those uses, by all new ground-floor space, and by all office uses which convert to retail.*
- E. *Enact regulations that will ensure that the central business area will be predominantly retail and which permit only a limited amount of offices that favor local use needs.*
- F. *Develop a beautification plan for downtown to enhance the visual quality of the streetscape and creek area, including guidelines for public improvements such as landscaping, tree grate design, outdoor lighting, tree planting, and street furniture.*
- G. *Public parking structures are a permitted land use in the downtown provided that they are adequately screened from public view.*
- H. *Regulate on-street parking to maintain space availability for shoppers, and continue to study means of adding to the parking supply.*
- I. *Study possible extension of Orinda Way under Highway 24 to link with Moraga Way for the purpose of reconnecting local vehicular and pedestrian traffic between Crossroads and Village areas.*

Village Area Development

- J. *In cooperation with the merchants and property owners, develop a plan for Orinda Way that will consolidate driveways, include a landscaped street median if feasible, and enrich the street's landscape character.*
- K. *Encourage property owners to make more intensive use of the San Pablo Creek sides of their buildings by designating a "private street" with public access parallel to the creek that would provide an alternative connection for shoppers who must now turn on and off Orinda Way and/or enhance and preserve San Pablo Creek with landscaping, pathways and other pedestrian amenities, consistent with its primary purpose as flood control.*
- L. *Seek to obtain right-of-way and provide a public cross street connecting Orinda Way and Camino Pablo between Black's and Vintage House.*

Crossroads Area Development

- M. *Study traffic improvement projects indicated on the Downtown Inset General Plan map as priority study items.*

- N. *Improve the intersection of Camino Pablo and Moraga Way.*
- O. *Develop a master plan for traffic circulation in the Crossroads area.*
- P. *Pursue formation of a parking assessment district.*

GATEWAY VALLEY

This narrow valley, separated from the developed community by 300 foot-high hills, is Orinda's last major undeveloped area. The Gateway Interchange on Highway 24 was built when Caltrans proposed a freeway extending south to connect with an east-west freeway in Moraga. Both routes have been deleted from the State's plan, but some state-owned right-of-way remains adjoining South Orinda. The previous General Plan designated Gateway Valley as "study area." Issues discussed during preparation of this General Plan were the need for a Gateway Boulevard that would relieve traffic congestion on Moraga Way, the appropriate uses for Gateway Valley, and the availability of Gateway development to contribute to the cost of constructing Gateway Boulevard.

2.1.5 Gateway Valley: Guiding Policies

- A. *The General Plan provides only a broad outline of Orinda's aspirations for the Gateway Valley. The use designations indicate the types of uses that are desired, but available information on site conditions allows only a range of density and intensity to be stated. The General Plan allows owners to proceed with their planning, leading to an application for amendment of the General Plan and approval of a Specific Plan.*
- B. *Development shall occur only if it meets the following conditions:*
 - 1. *Development shall meet high quality standards and be consistent with the semi-rural and village character of Orinda.*
 - 2. *Development must not impose a fiscal burden on Orinda and should yield revenues exceeding public capital and service costs.*
 - 3. *Development shall be consistent with and to significantly assist in the construction of Gateway Boulevard. (However, the extension of Gateway Boulevard should not be used to justify substantially increased future intensity of Gateway Valley development.)*
- C. *Economic and land use studies shall be performed by any developer to assess the potential interrelationships between proposed Gateway Valley uses and other existing uses in Orinda before the final Gateway Valley uses are determined. A Gateway Valley General Plan amendment shall include all large property holdings and, could, to the extent feasible, include a mix of the following suggested uses.*
 - *A conference-center of a quality that can be expected to win recognition as one of the state's outstanding locations for groups desiring a relaxing environment close to urban business centers considered a very*

desirable and high tax generating use; (facilities for such center should be made available to local residents);

- *Limited office development to have less total floor area than existed in Orinda at the time of approval of this Plan.*
- *Residential uses to possibly include clustered units and attached or multifamily units;*
- *Retail development to be limited to the amount supportable by other Gateway Valley development;*
- *A community park to contribute to the relief of the shortage of park-land in South Orinda;*
- *Open space on steeper slopes and ridges which include approximately four-fifths of the Gateway Valley subarea;*
- *Recreational facilities and semi-rural outdoor uses such as golf courses, tennis clubs, swimming pools, and equestrian centers.*
- *Trails connecting Orinda to EBMUD and EBRPD lands;*
- *The former on-site quarry to be improved to meet safety and aesthetic requirements with cosmetic grading and planting.*

D. Because of the terrain and unstable soil conditions, development will be allowed only in a small part of the total land area.

2.2 OPEN SPACE, PARKS, SCHOOLS AND UTILITIES ELEMENT

OPEN SPACE AND PARKS

State planning law calls for policies for preserving and managing four categories of open-space lands:

- (1) Open space for the preservation of natural resources;
- (2) Open space for the managed production of resources;
- (3) Open space for outdoor recreation.
- (4) Open space for public health and safety.

Orinda's inspiring open-space setting is created by rugged topography and the adjoining EBMUD watershed and EBRPD lands. General Plan policies are intended to preserve open space within the City by regulating the location and intensity of new development. Existing public open space for outdoor recreation is far short of meeting needs or standards. The Plan recommends development of additional parks to provide both playing fields and quiet park areas.

The City's greatest recreational need is to retain existing playing fields. The next highest priority is to acquire a park in South Orinda.

2.2.1 Open Space and Parks: Guiding Policies

- A. Support preservation of EBMUD watershed lands.*
- B. Because of the unstable soil conditions, retain large parcels near the edges of the community as open space for parks, trails, the managed production of resources consisting primarily of livestock grazing, boarding, and equestrian-oriented residential development at Very Low-Density, and the public infrastructures required to support those uses.*
- C. Retain steep or unstable slopes as open space.*
- D. Retain creeks and wildlife access corridors as open space for preservation of natural resources, consistent with flood control.*
- E. Retain existing private and public recreational open space, and acquire additional land for public park development to meet the needs of all sectors of Orinda and all age groups in the community. A minimum of five acres of land for each 1,000 city residents should be devoted to public park and recreational purposes but more may be needed.*
- F. Use present school sites as recreation areas where feasible.*
- G. Preserve a nature study area at Wagner Ranch School.*
- H. The Orinda Community Center is an important recreational, educational and public facility for this community and before any major expansion or change in use is permitted at such facility, full public hearings for land use permits shall be held with the understanding that recreation and education are the primary uses.*

2.2.2 Open Space and Parks: Implementing Policies

- A. Undertake a use-based analysis of park and recreational needs taking into account the proposed sites on Table 2-8 of Volume 2. Following completion of the analysis, the various uses should be correlated with existing and potential sites and prioritized.*
- B. Pursue a program of parkland acquisition based on site cost, site availability, and potential use.*
- C. Seek to acquire playing fields at Pine Grove and Wagner Ranch schools if either or both sites are declared surplus by the Orinda Union School District. Consideration will be given to the transfer of playfields to other acceptable sites.*
- D. Set dedication and in-lieu fees required as a condition of tentative subdivision map approval by ordinance to enable acquisition of needed parkland.*

- E. Develop ordinance that includes criteria to be applied in determining compliance with open-space policies as conditions of approval of new projects.
- F. Through the use of public and private funds, acquire and develop trails, paths, and bicycle facilities for safety and recreational purposes. Figure 3 shows the location of existing and proposed routes. The various facilities shown thereon are defined as follows:
- 1) Path - a paved strip, designed for pedestrian use, and, if feasible, bicycle use. Preferably, paths should be separated from the traveled way of a roadway, but may be adjacent to the roadway if protected by a berm or other device from vehicular traffic.
 - 2) Trail - an unpaved strip, possibly with resilient surfacing, maintained in graded and clear condition, designed for pedestrian use. In undeveloped areas, trails may also be used for equestrian purposes and in developed areas, for uses subject to limitations established by ordinance. Trails may also be accessible to emergency fire fighting apparatus.
 - 3) Bicycle Lane - a lane on a roadway adjacent to the traveled way designated by pavement markings and signs for the principal use of bicycle traffic, with emergency parking of vehicles only.
 - 4) Bicycle Route - a road designated by appropriate signing (no pavement markings) for bicycle traffic.
 - 5) Trail Corridor - a general route for a trail, the location of which shall be determined by further study.
- G. Where paths are shown along various roadways, they should provide for bicycle use if feasible. Until full development of these paths is accomplished, bicycle lanes should be implemented. Until the designation of bicycle lanes becomes feasible, these routes may be designated as bicycle routes.
- H. Hacienda Homes trails should be developed where possible.
- I. All roads in the downtown area (see Figure 2) shall have paths (sidewalks) on one or both sides.
- J. A pedestrian-only path should be provided along the creek easterly of Camino Pablo that is separated from the "private street" proposed for that area where feasible.
- K. Encourage community groups and adjacent property owners to support, study and finance the construction of paths, walks or sidewalks along Miner Road, Lombardy Lane and Sleepy Hollow Lane from Camino Pablo to Sleepy Hollow School.
- L. Establish a priority list for developing trails, and pedestrian and bicycle paths as shown on Figure 3.

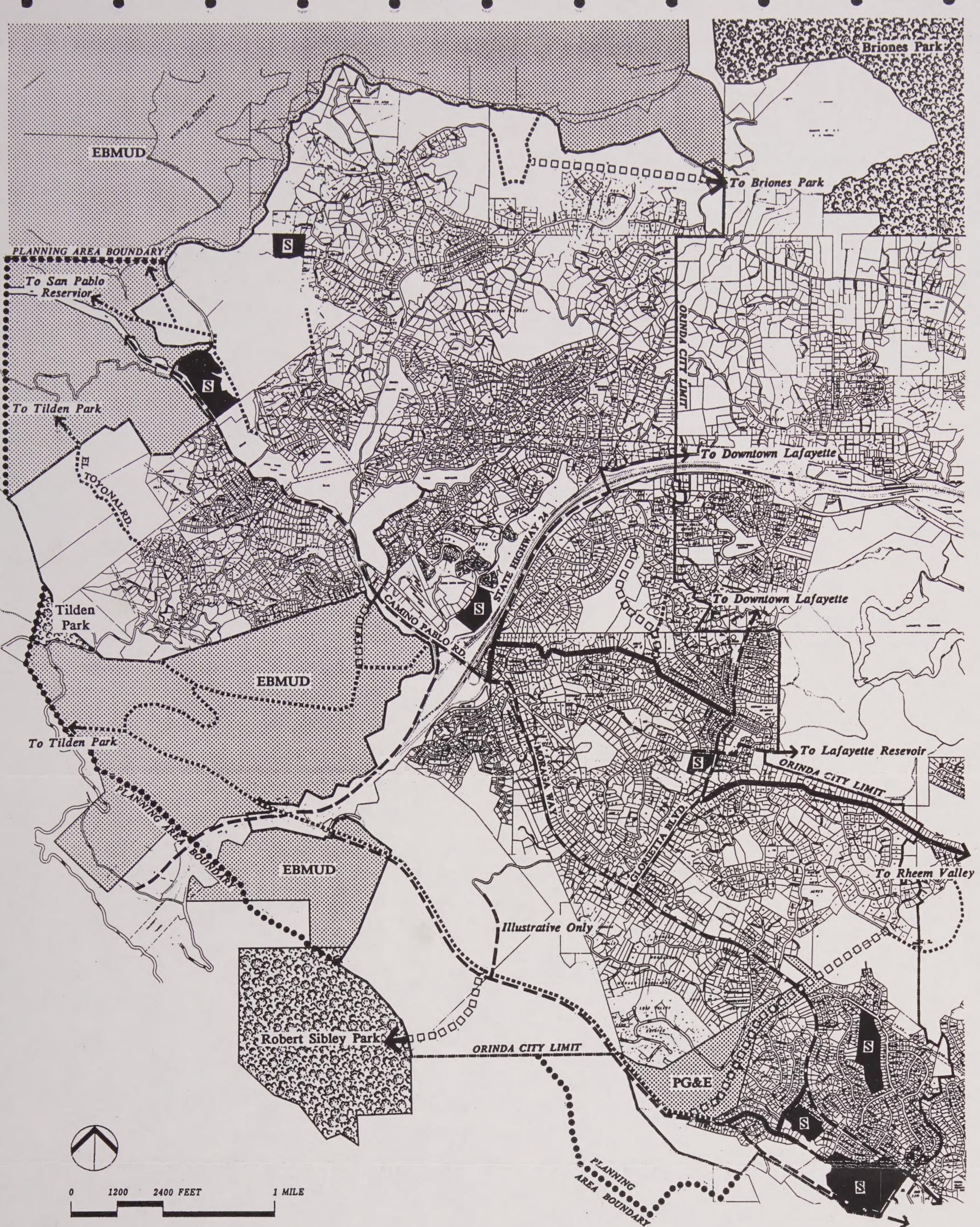
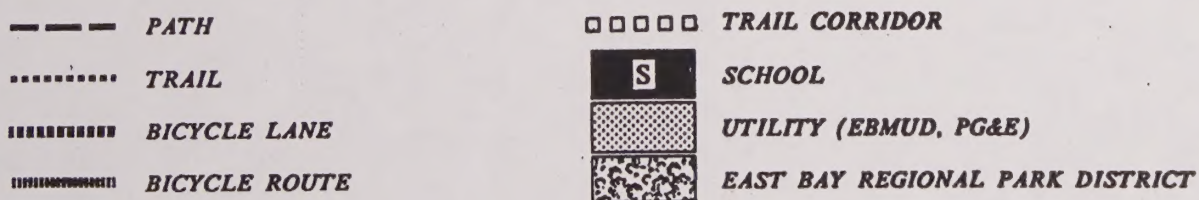


Figure 3: EXISTING AND PROPOSED TRAILS



SCHOOLS

2.2.3 Schools: Guiding Policies

- A. *Designate existing public school sites for school use.*
- B. *In the event of public school site disposition and change of use, require a General Plan amendment for each site.*
- *It is a guiding policy to maintain continuing viability of our school system and a high quality school system for the community and, therefore, due consideration shall be given to reasonable uses for school sites which accomplish such policies. Since these sites are public properties, consideration shall be given to methods and means of retaining a public interest in these properties.*

UTILITIES

Electrical power and water supply utilities are major land users and have significant visual effects on the Orinda Planning Area.

2.2.4 Utilities: Guiding Policies

- A. *Work with PG&E to prepare and implement a long-term program for reducing the impact of power transmission towers and distribution poles on Orinda's landscape.*
- B. *Seek cooperation of PG&E and EBMUD in managing landholdings to maximize community benefit and visual attractiveness, consistent with utility needs.*

2.3 CIRCULATION ELEMENT

All trips (except BART) through Orinda and most trips within Orinda use the Highway 24 freeway (120,000 average daily traffic [ADT]) and Camino Pablo/Moraga Way (23,000 ADT). Half the traffic on Moraga Way and 85 percent of the traffic on Camino Pablo north of Highway 24 originates outside Orinda. Two intersections are severely congested now: Camino Pablo/Brookwood (a.m. and p.m.) and Moraga Way/Glorietta (p.m.). A principal opportunity for relief is a new road that would carry Moraga and south Orinda traffic to Highway 24 at the Gateway Interchange.

Narrow roads serving residential neighborhoods contribute to semi-rural character. They do not provide adequate service for significant additional residential development.

Downtown parking is inadequate in the Crossroads and barely adequate in the Village. Difficult traffic circulation within and around both areas must be improved if downtown is to achieve its potential. Downtown circulation and parking policies are identified in Sections 2.1.3 and 2.1.4.

2.3.1 Circulation: Guiding Policies

- A. Permit new development only when adequate transportation systems and parking are provided.*
- B. Design roadways to compliment semi-rural character following natural contours, and maintaining natural topography and vegetation close to road edges, where such can be done without compromising safety.*
- C. Strive to retain the existing peak hour level of service (LOS) of "C" or better at those intersections where it now prevails and improve the LOS at all other intersections.*
- D. Develop plans to efficiently manage the existing inventory of parking spaces in and adjacent to the business district.*
- E. Expand pedestrian and bicycle paths to provide a safe alternative to auto use, particularly to provide safe paths near schools and in other locations where they are heavily used for circulation.*
- F. Make traffic control decisions to benefit local and discourage through traffic.*
- G. It is the goal of the City of Orinda to preserve and retain, in the most natural condition possible, scenic vehicular entryways, routes and corridors in the community.*
- H. Establish routes for through traffic which minimize impacts on Orinda residents and downtown shopping areas.*
- I. Sidewalks, street lights, curbs and gutters and parking areas, when constructed in the public right-of-way, are the adjacent property owner's responsibility for construction, maintenance and replacement.*

2.3.2 Circulation: Implementing Policies

- A. Consider requiring transportation management system measures that may include carpooling, vanpooling, shuttle buses or staggered work hours to reduce traffic impacts where appropriate.*
- B. Establish a transportation system improvement fee to be paid as a condition of approval of all development projects based on travel and parking demand generated by the project and its location.*
- C. Discourage new intersections and driveways on arterial roads where access can be provided from another street or by combining driveways.*
- D. Widen the eastbound Highway 24 off-ramp at Brookwood Road to four lanes.*
- E. Designate the right-of-way for the construction of Gateway Boulevard as a two-lane parkway connecting Highway 24 with Moraga. During the parkway alignment planning process, study alternative access streets which connect Gateway Boulevard to Moraga Way. Develop various extensions of existing*

roads to connect with Gateway Boulevard only after completion of Gateway Boulevard to Moraga. Encourage Caltrans to retain public ownership of the right-of-way until such time as a final alignment is determined.

Gateway Boulevard would result in a one-third reduction in present peak-hour volume at Moraga Way and Brookwood Road, and would nearly double opportunities for peak-hour freeway access by making use of the Gateway Interchange. There is no feasible alternative that would provide acceptable service on Moraga Way. The prohibition against any connection prior to construction of the full Gateway Boulevard is to avoid attracting traffic seeking to bypass freeway congestion by using Glorietta Boulevard.

- F. Improve Camino Pablo as a two-lane arterial between Bear Creek and Miner Road by realigning where necessary to enhance traffic flow and safety, signaling appropriate intersections, separating vehicular and pedestrian traffic, improving intersections with left turn lanes where feasible, and by coordinating a limitation on truck use based upon load size with the County.*
- G. Reconnect El Toyonal Road as an additional access to serve the upper El Toyonal area. First priority, however, consistent with Land Use Policy (2.1.2(H)) is the connection of El Toyonal along a direct route to Camino Pablo. The cooperation of property owners and the commitment of funds by Contra Costa County for this connection should be actively pursued by the City. A traffic impact fee ordinance pertaining to all new development of property served by El Toyonal or its tributaries should be enacted by the City. Funds should be used for re-establishing vehicular access to the north end of El Toyonal Road. If no major subdivisions occur, then the funds should be directed to reconnecting, improving and maintaining El Toyonal Road.*
- H. Voluntary dedication of private streets will be considered for acceptance by the City on a case-by-case basis when streets and drainage systems are improved to City standards and present no expense to the City upon dedication.*
- I. Adopt standards for pavement width and other design features of roads in residential areas that are consistent with the semi-rural character of Orinda, utilizing progressively higher standards consistent with intensity of use and public safety. Street lighting should not normally be required except where necessary for safety purposes.*
- J. Adopt standards for roadways in commercial, office and multi-family areas that are consistent with traffic and on-site parking demand, and generally include curb, gutter, sidewalks and street lighting.*
- K. Adopt new private road standards which should be the same as those for new public roads.*
- L. Develop on-site parking standards for single-family zoning districts which require 1) a minimum of 4 on-site parking spaces, and 2) a percentage of covered parking. Also consider standards providing for shared parking in the multi-tenant commercial developments.*

- M. *Develop traffic control measures to discourage freeway bypass traffic on Orinda roads.*
- N. *Do not make roadway improvements at the expense of established bicycle and pedestrian paths, except where in the interest of public safety.*
- O. *Support bus transit, vanpools and carpool service to reduce peak-hour traffic volumes.*
- P. *Although analysis of General Plan buildout traffic conditions indicates it is unlikely, the one-hour CO, NO_x and SO_x standards could be exceeded as a result of gridlock on City streets. The City shall assess the potential for this condition and institute appropriate traffic control and land-use control measures to avoid its occurrence.*
- Q. *The following routes are designated Scenic Corridors on the General Plan:*
 - 1. *Moraga Way from its intersection with Camino Pablo south to the City limits;*
 - 2. *Camino Pablo from its intersection with Santa Maria Way north to the City limits;*
 - 3. *Highway 24, designated as a California Scenic Highway within Orinda City limits.*
- R. *Special care shall be taken to provide a well-landscaped and open feeling along Scenic Corridors, especially at the entrance to the City, utilizing such techniques as generous landscaped setbacks and open-space acquisition, where appropriate.*
- S. *Any proposed development or subdivision along a Scenic Corridor or Scenic Highway shall be designed to blend with and permit the natural environment to be maintained as the dominant visual element. It shall not lessen the scenic value of existing visual elements.*
- T. *Where structures are permitted, they shall be designed to blend with and permit the natural environment to be maintained as the dominant visual element.*
- U. *Because Highway 24 is a freeway that bisects Orinda, it merits special consideration to maintain its integrity as a California Scenic Highway as it passes through Orinda.*
- V. *Further study should be given to the vehicular access route through Dalewood Drive and Sundown Terrace to Happy Valley Road. Two primary options should be considered, including:*
 - 1) *Maintenance of the existing Dalewood Drive and Sundown Terrace street alignments; and*
 - 2) *Extension of Dalewood Drive to Sundown Terrace through Dalewood Park with a public street connection and a dead-end cul-de-sac at the end of Sundown Terrace near Happy Valley Road.*

W. Develop an ordinance for regulating heavy truck traffic and for designating truck routes with Camino Pablo given first priority for such regulation.

3.0 HOUSING SECTION

3.1 HOUSING ELEMENT (SUMMARY)

3.1.1 Housing Element Requirements and Organization

The Housing Element in full is included in the Technical Supplement/EIR. The Housing Element contains those sections required by law (Gov. Code Sec. 65580 through 65589):

1. An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs;
2. A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; and
3. A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and to achieve the goals and objectives of the Housing Element.

The housing program must identify adequate sites available for residential development for a variety of types of housing for all income levels; assist in the development of adequate housing to meet the needs of low- and moderate-income households; address governmental constraints to the maintenance, improvement, and development of housing; conserve and improve the condition of the existing affordable housing stock; and promote housing opportunities for all persons.

3.1.2 Summary of Needs, Opportunities and Constraints

In 1985 the average price of single-family homes sold in Orinda was \$265,000. There were only 315 multi-family units (5 percent of the housing stock) and less than 8 percent of all units were rented. Moderate-income households (\$40,000 for a four-person household) have few opportunities to rent or buy in Orinda.

Senior housing is the greatest need, principally for aging owners of large homes, which could be made available to younger families if there were alternative housing for seniors in the community, and for relatives of Orinda families. Senior Village, which provides 150 units for low-income seniors, has a long waiting list.

Orinda's housing stock is expected to increase by nearly 12 percent during the 1980's as follows:

Units, 1980	6,069	
Units added, 1980-85	370	(including 150 low-income units)
Units approved, 1986	145	
Anticipated approvals, 1986-90	200	
Total Units, 1990	6,784	

By 1985 Orinda had exceeded its 320-unit share of the region's 1980-90 housing need as determined by the Association of Bay Area Governments (ABAG), and had more than met the 61-unit target for units affordable by very low-income (below 50 percent of median income for the local region as defined by HUD) households, although the units are for seniors only. Twenty-five of the 42 allocated low-income units have been provided in the Senior Village. Providing housing for the remaining 17 low-income (50 to 80 percent of median) households, including families, and the 58 moderate-income (80 to 120 percent of median) households will be difficult. High land and development costs limit the potential for affordable housing. The General Plan includes a variety of policies to meet the requirements of the law.

3.1.3 Housing: Guiding Policies

The following goals direct the City's housing program. Objectives that implement City goals are presented with housing strategies in the full Housing Element.

- A. While maintaining the semi-rural residential character of Orinda, provide for a greater diversity of housing types and prices to meet current and future needs of all residents.*
- B. Work for equal housing opportunity and access for all persons regardless of race, religion, national origin, sex, and marital/family status.*
- C. Locate sites for multi-family housing near Downtown and in the Gateway Valley.*

3.1.4 Housing: Implementing Policies

- A. Permit multi-family units at the Santa Maria School site, Pine Grove site, Gateway Valley and other suitable sites.*

Multi-family housing near the downtown would have the advantage of providing pedestrian access to shopping, local and regional transit, of reducing traffic impacts and of enhancing Downtown commercial activity. A Specific Plan for the Gateway Valley could include several hundred housing units, some of which might be multi-family units.

- B. Allow development of senior housing on multi-family sites at densities higher than those designated in the General Plan land-use categories if the City's environmental review process concludes that building bulk, traffic, and other adverse impacts would not significantly exceed those of open occupancy units within the prescribed density range.*

Many Orinda residents are now approaching retirement; other residents would like to have their elderly relatives in Orinda. Senior units are smaller and generate much less peak-hour traffic than open occupancy apartments.

- C. *Limit the floor area of new houses on existing lots of less than 10,000 square feet to the greater of either a percent of lot area or a designated house size.*

By regulating house size, semi-rural character will be maintained, and some units affordable to moderate-income households will be built on the approximately 150 undeveloped lots that are 8,000 square feet or smaller.

- D. *Adopt an ordinance establishing standards for providing second units within existing single-family homes.*

Single persons seeking affordable housing in Orinda would include domestic and commercial employees, students at St. Mary's College, John F. Kennedy University, and U.C. Berkeley, as well as seniors. Second units are a solution to these housing needs, and many larger houses in Orinda can incorporate second units without adding floor area.

State law requires jurisdictions to provide for second units in designated single-family and multi-family zones unless findings are made that second units would have specific adverse impacts on public health, safety and welfare.

- E. *Develop an ordinance and administrative procedures, as appropriate, to provide additional opportunity and incentive for increasing the supply of housing affordable to moderate, low and very-low income households in Orinda through a combination of the following:*

1. *Reduce application processing costs for projects containing affordable units through fast-tracking, and by waiving park, traffic, storm drain and other impact fees applicable to such affordable units. Establish the minimum length of time units are to remain affordable.*
2. *Assist potential developers of affordable housing projects and second units with updated information on Federal, State and County housing assistance programs.*
3. *Establish a working relationship with a non-profit housing agency to coordinate and encourage affordable housing.*
4. *Reduce production costs in projects containing affordable units by relaxing design standards (without jeopardizing safety) for building setbacks, lot coverage, street width, and in case of senior projects, for parking.*

- F. *Develop an ordinance granting up to a 25 percent density bonus for provision of 25 percent or more affordable units in a project as provided by State law. This ordinance should identify the minimum length of time units are to remain affordable. The allowable density shall not exceed the larger of that obtained by applying policies B and F separately.*

- G. *Promote equal housing opportunity for all Orinda residents and others seeking housing in Orinda.*

4.0 ENVIRONMENTAL RESOURCES MANAGEMENT SECTION

OVERVIEW

This section includes three state-mandated elements: the Conservation Element, the Safety Element, and the Noise Element. Material in these sections presents the environmental setting in Orinda and discusses several factors that directly affect the location of new development in Orinda. These include: location of wildlife habitats, creeks, landslides, and earthquake faults.

The description of Orinda in this section reveals some of the components of the semi-rural character of the City: undeveloped ridgelines and hillsides, heavy tree cover and other natural vegetation, limited grading and disturbance of existing topography, unchanneled creeks and their associated plant and animal environments, and visible vacant land within and surrounding residential areas.

Each of the following elements contains setting information for individual topics, a brief discussion of issues, and guiding and implementing policies. Not all background information is included in the General Plan document. Additional information for many of these topics is included in the Environmental Impact Report on the General Plan.

4.1 CONSERVATION ELEMENT

According to state law, topics to be considered in the Conservation Element which are pertinent to Orinda include: water and its hydraulic force; wildlife; prevention and control of the pollution of streams and other waterways; regulation of the use of land in stream channels; prevention, control and correction of the erosion of soils; protection of watersheds; the location, quantity and quality of the rock, sand and gravel resources; and flood control.

Historic and Archaeological Resources. Resources include both structures and sites. Historic and archaeological resources accepted for the National Register of Historic Places include the Orinda Theatre, American Trust Bank, and the Joaquin Moraga Adobe. Other historic sites are to be considered by the City for formal designation. Although unique historical and archaeological resources are offered some protection under State law, the Orinda General Plan provides additional protection for sites and structures of historic interest. Only a very small part of the Planning Area has been surveyed archaeologically and additional archaeological/historical sites may exist. Accordingly, the Plan provides a mechanism for further archaeological/historical discovery, for maintaining a data base for this resource, and for protection of known historical resources.

Wildlife and Wildlife Habitats. The wide range of habitats found in regional park and watershed land surrounding the City and the proximity of EBMUD's wildlife refuge at the San Pablo Reservoir contribute to the abundance and variety of wildlife in Orinda. Information from the Natural Diversity Data Base of the California Department of Fish and Game shows that several rare or endangered species have been located in or near the Orinda Planning Area. State and federal law protects rare, threatened and endangered animal species by preserving habitats. Plants with these same designations are less protected, and

State and Federal law requires only prior notification of any disturbance so that the plants can be removed.

General Plan policies seek to maintain the wide variety of wildlife in the Planning Area by preserving habitats. This will be achieved through the City's environmental review process, and by General Plan designation of open space and parks.

Creeks and Drainage. Orinda's creeks contribute to the semi-rural character of the City and provide valuable riparian habitat. San Pablo Creek is channelized in the downtown area, and Lauterwasser Creek is underground at Dalewood Drive, but creeks in other locations are in a natural state. The Contra Costa County Flood Control District is responsible for maintenance of the improved sections of San Pablo Creek, but maintenance of creeks elsewhere is the responsibility of landowners.

New development can cause increased runoff, erosion of slopes, accumulation of debris resulting in localized flooding and bank erosion, and pollution and sedimentation in creeks and downstream reservoirs. General Plan policies minimize these negative impacts by restricting residential development near creeks, and by requiring drainage studies as part of project approval.

Water Quality. The San Pablo and Briones EBMUD reservoirs are just north of the Planning Area. In order to minimize the risk of reservoir pollution from urban development, EBMUD has acquired much of the surrounding watershed. General Plan policies support the concept of keeping much of the land on the north and west of the City which drains into these reservoirs designated as parks, very low-density residential, and watershed land. This is for both water quality value and aesthetic value.

Flood Hazard and Control. Three dams regulated by the State of California are located in the Orinda area: San Pablo Dam, a hydraulic fill dam, owned by EBMUD; Briones Reservoir, an earthen dam, owned by EBMUD; and Lake Cascade Dam, an earthen dam, owned by the Orinda Country Club. The Division of Safety of Dams within the California Department of Water Resources has broad responsibilities over these dams to ensure that they meet adequate standards of public safety consistent with earthquake motions to which they may be subject. Periodic inspection of existing dams is carried out, and the owner is required to make any improvements found to be necessary.

Inundation maps reproduced by Contra Costa County show that in the event of a dam failure at the Briones Reservoir, land south of Briones Dam to San Pablo Reservoir would flood, as would land immediately to the east of San Pablo Dam Road and Camino Pablo. If Lake Cascade Dam were also to fail, flooding would affect additional land, extending almost to downtown Orinda. Failure of the San Pablo Dam would not cause flooding Orinda. Flood waters would flow toward the Bay.

No dam in Contra Costa County has failed as a result of earthquake shaking. No dams in the Orinda area straddle known active fault traces, and the dams are designed to withstand strong ground shaking. However, plans should recognize there is always a small possibility of dam failure under the stresses generated by a severe earthquake. In addition, Federal Insurance Administration flood hazard maps from the U.S. Department of Housing and Urban Develop-

ment show a small area of Zone A land (100-year flood potential) immediately adjacent to San Pablo Creek, Lauterwasser Creek, and Lake Cascade.

Mineral Resources. The Orinda Planning Area contains two areas that may be designated by the State Mining and Geology Board as resource sectors for construction aggregate. These areas are mapped on Figure 4.

According to state law, following formal designation by the State Mining and Geology Board of an area as a resource sector, the affected city is required to prepare policies allowing recovery of such resources. However, the City of Orinda has officially protested the possible designation of these sites as significant regional mineral resources, and the General Plan policies prohibit mineral resource extraction.

Air Quality. The closest air quality monitoring stations operated by the Bay Area Air Quality Management District in surrounding areas are in Richmond, Oakland and Concord. These locations have experienced relatively few air quality problems, although Concord has recorded ozone levels exceeding federal standards. Additionally, as congestion increases on Highway 24, Orinda may experience locally high levels of carbon monoxide near the freeway when certain climatic conditions are present. Growth anticipated under the General Plan is likely to contribute only a very small proportion of the additional trips on Highway 24 between now and 2005. Therefore, General Plan policies can do little to influence air quality in the area.

4.1.1 Conservation Element: Guiding Policies

- A. Preserve Orinda's historic structures and sites, unique trees and landforms.*
- B. Preserve rare and endangered species.*
- C. Preserve valuable wildlife habitats, particularly riparian habitats.*
- D. Preserve oak woodlands and other native trees, and encourage planting and reforestation of oaks and other natives in hillside areas.*
- E. Protect creeks from siltation, pollution, and debris buildup to minimize the danger of flooding in storms, to retain the aesthetic and habitat values of the creeks in their natural state, and enhance and restore them where possible. Prohibit major channelization.*
- F. Achieve aesthetically sensitive grading that conforms to the natural contours, ensures safety and preserves trees and other vegetation to the greatest practical extent.*
- G. Protect visually prominent ridgelines and hillsides from development.*
- H. Protect San Pablo Reservoir and Briones Reservoir from pollution and siltation resulting from development within the Planning Area.*
- I. Prohibit mineral resource extraction except as it is incidental to grading for development, safety, or recontouring of previously quarried areas.*

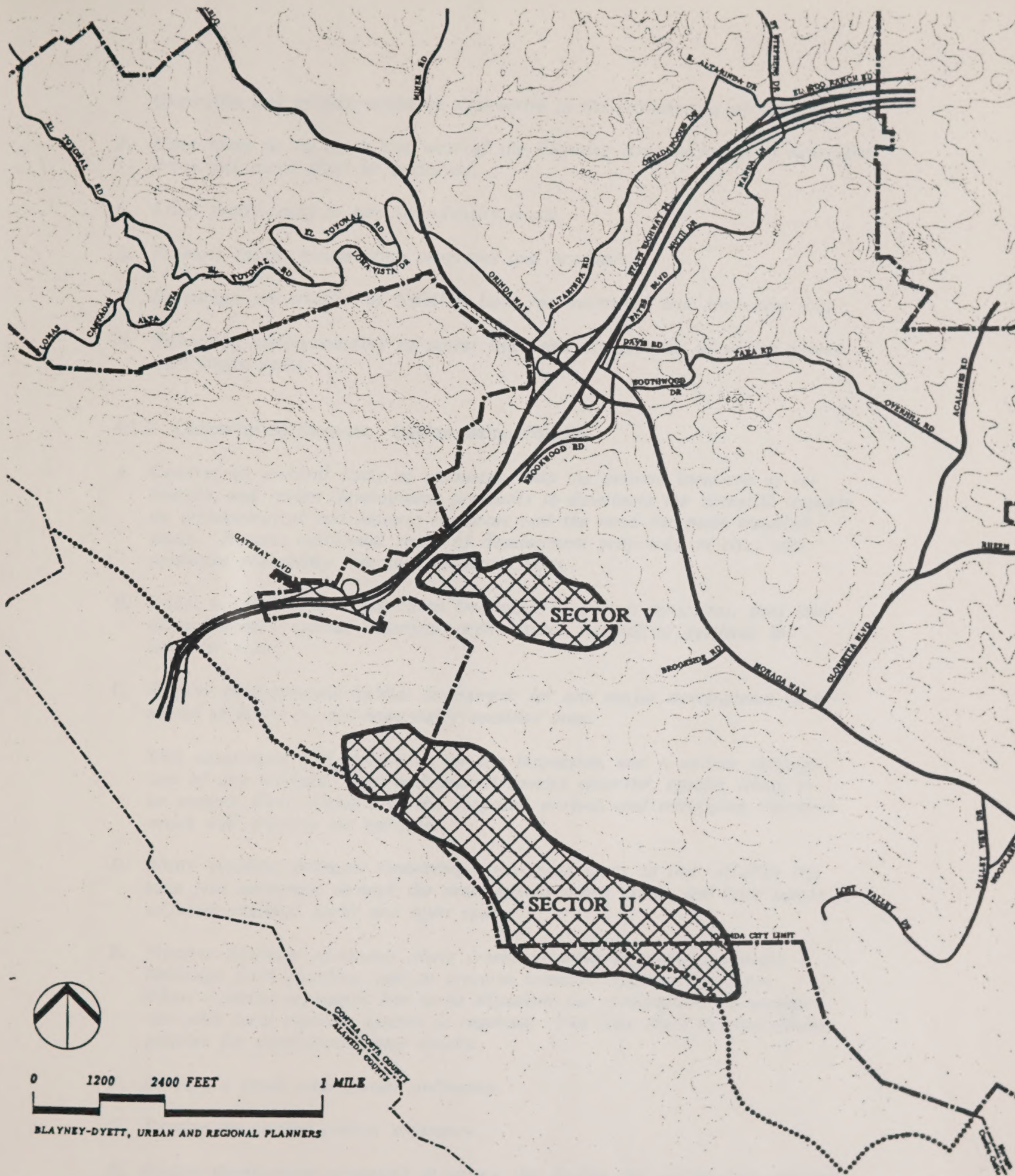


Figure 4: MINERAL RESOURCES



MINERAL RESOURCE SECTORS (STONE)

Source:
Regionally Significant Construction Aggregate Resource
Areas in the South San Francisco Bay Production-Consumption
Region, State Mining Board, Sept. 1985.

Quarrying and mining would be destructive to the environment of Orinda.

- J. Open space to the north and west of the Planning Area adjacent to watershed areas and parks shall be preserved.*
- K. Limit septic tanks to very low-density areas.*
- L. Promote energy conservation programs and practices.*
- M. Encourage preservation of EBMUD land for watershed and recreation use.*
- N. Encourage undergrounding of power lines and replacement of utility towers with single poles.*

4.1.2 Conservation Element: Implementing Policies

- A. Conduct an archival study of resources, map the general locations of resources, and review development proposals to determine the potential impacts on archaeological and historic resources and the need for more detailed study. Require additional study of development proposals on sites with moderate probability that such resources exist.*
- B. Adopt a Landmarks Preservation Ordinance to protect structures, sites and areas having a special historical, architectural, natural, or aesthetic interest or value.*
- C. Require environmental habitat assessment for any major development determined to be in an environmentally sensitive area.*

This assessment will include an on-site inspection, and a written description of any habitats, plant and animal species observed, species likely to be present, likely impacts of the proposed project, and mitigation measures which will preserve the habitats.

- D. Where possible, maintain connecting open-space areas so that wildlife can have free movement through the area, bypass urban areas, and have access to adjacent regional parks and open space.*
- E. Preserve drainage easements along creeks in order to protect adjacent buildings from flooding, and to preserve valuable riparian vegetation. Where riparian vegetation has to be disturbed for construction, re-vegetation with local riparian species is required. The City shall develop design policies for development near creeks.*
- F. Develop a creek maintenance ordinance.*
- G. Develop an erosion control ordinance.*
- H. Review development proposals to ensure site design and construction methods that minimize soil erosion and volume and velocity of surface runoff, and mitigate impacts on properties below.*

Soil erosion can result in siltation of creeks and eventual siltation in San Pablo Reservoir. Erosion can be controlled by limiting surface runoff, minimizing exposure of raw soil during storm season, early mulching and seeding of slopes, and temporary or permanent siltation ponds. Stream bank erosion can be prevented using upstream detention basins and siltation basins.

- I. Limit development in the proximity of reservoirs to prevent siltation and water contamination.*
- J. Encourage the conservation of energy through the promotion of solar design, and recycling of newspaper, aluminum and bottles. Provisions should be made to allow for a conveniently located and screened recycling area in the downtown.*
- K. Control noticeable accessory items such as windmills, solar panels, satellite dishes, antennas and domed inflated swimming pool covers by ordinance.*
- L. Control septic tank use by ordinance. Septic tanks will be permitted only where they conform to City and County standards.*
- M. Develop an ordinance pertaining to the planting, maintenance and removal of heritage trees and all trees on City property, and in addition, consider a view preservation ordinance. The ordinance should include permit and worker certification requirements.*
- N. Develop a comprehensive energy conservation plan. The plan should be coordinated with those of adjoining communities and utility companies and with experts in the field. It should include policies, ordinances and informational elements.*

4.2 SAFETY ELEMENT

The Safety Element of the General Plan provides information for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence and other geologic hazards; flooding; hazardous material accidents; and wildland and urban fires (Gov. Code, Sec. 65302[g]).

Seismicity. Like most cities in California and particularly the Bay Area, Orinda is located near several active earthquake faults within the San Andreas system. The closest active fault is the Hayward fault which passes through Berkeley and Kensington, and is located approximately four miles to the west. The Wildcat fault is located approximately two miles west of downtown Orinda. Based on its position and orientation it is reasonably considered to be a branch of the Hayward fault. Other faults in the area include the Pinole fault and the Moraga fault. Figure 5 shows named and unnamed faults in the Orinda area.

Landslides. Landsliding is a significant constraint on urban development in the Orinda area. Figure 6 shows landslide deposits as interpreted from aerial photography. Many of the intensively developed hillsides are relatively landslide-free, while the slopes of the Gateway Valley consist mainly of landslide depos-

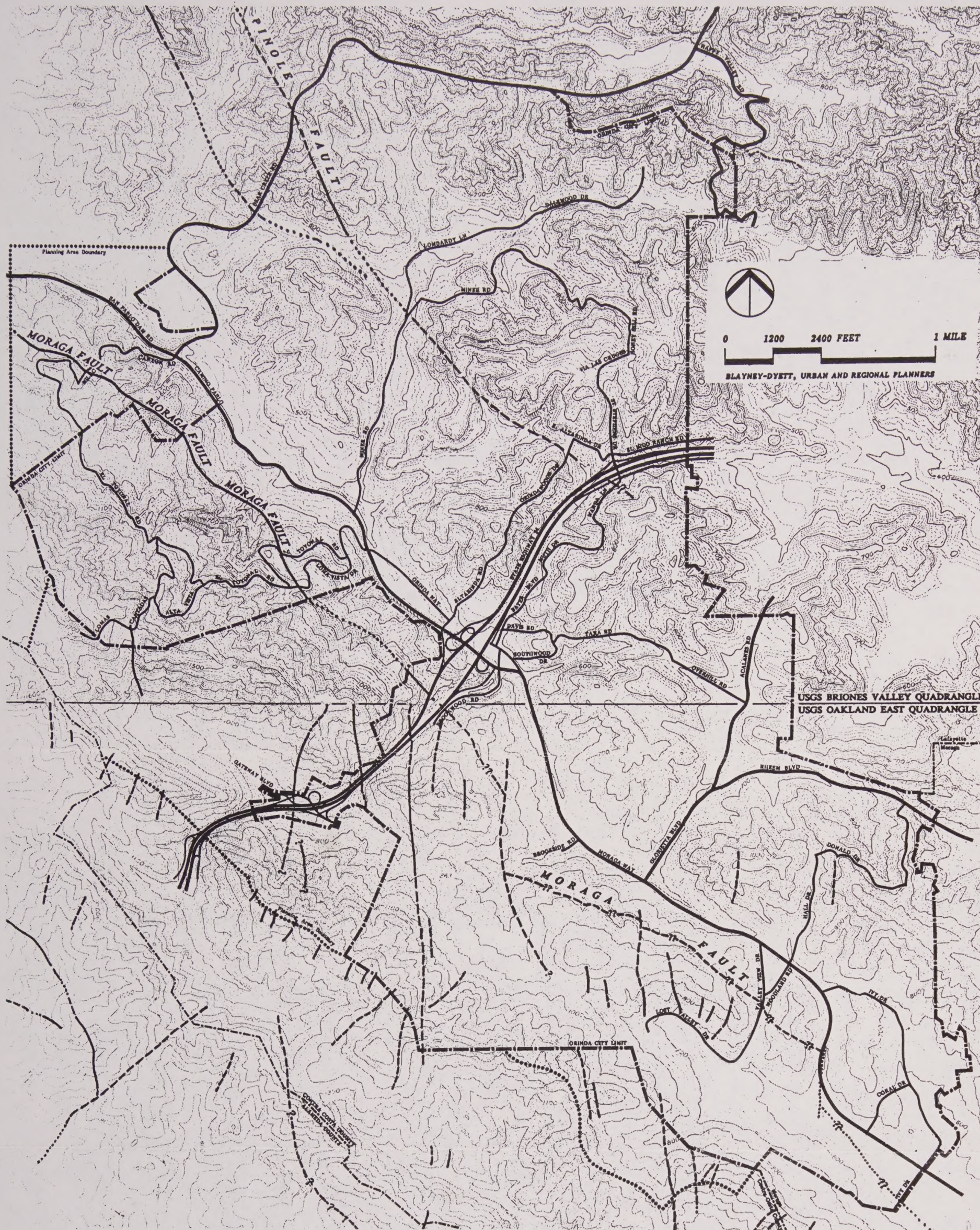


Figure 5: EARTHQUAKE FAULTS

FOR USGS BRIONES VALLEY QUADRANGLE:

Fault:
Dashed where inferred; dotted where concealed;
queried where existence doubtful.

FOR USGS OAKLAND EAST QUADRANGLE:

Fault:
Long-dashed where approximately located; short-dashed
where inferred; queried where probable; dotted where
concealed; double queried where hypothetical.

Sources: Preliminary Geologic Map of the Briones Valley
Quadrangle, Thomas W. Dibblee Jr., 1980

Areal and Engineering Geology of the Oakland
East Quadrangle, California (GQ 769),
Dorothy H. Radbruch, 1969



Figure 6: LANDSLIDE AND OTHER SURFICIAL DEPOSITS



LANDSLIDE DEPOSIT



ALLUVIAL DEPOSIT



ALLUVIAL TERRACE DEPOSIT



COLLUVIAL DEPOSIT AND/OR
SMALL ALLUVIAL FAN DEPOSIT



ARTIFICIAL FILL



BEDROCK



PLANNING AREA BOUNDARY

0 1200 2400 FEET 1 MILE

BLAYNEY-DYETT, URBAN AND REGIONAL PLANNERS

SOURCE: TOR H. NILSEN, 1973



its. Although geologic studies are relatively abundant, it is unrealistic to expect existing data for so large an area to be specific enough to validate or invalidate individual land-use proposals on marginal lands. Detailed, independent geotechnical studies are necessary for virtually all proposed subdivisions.

Flood hazard. Flood hazard and the potential for dam failure is discussed in the Conservation Element. Flooding does not present a significant risk to Orinda, although the potential for local flood damage caused by overtopping creeks during storms does exist.

Fire protection. The Orinda Fire Protection District is the primary fire protection agency in Orinda, although portions of the City are within the Contra Costa County Consolidated Fire Protection District or the Moraga Fire Protection District. The Orinda Fire Protection District operates three stations in Orinda: Downtown on Orinda Way; Orchard Road and Moraga Way, and Honey Hill Road and Via Las Cruces. In addition to fire fighting and fire inspection, the District also operates a weed abatement program in the residential area, and makes recommendations concerning fire-resistant planting for new developments.

Fire hazards in Orinda are increased by the potential for wildfires on open-space lands, dense tree cover, and fire fighting on slopes. Orinda is within the area of Critical Fire Weather Class II, with 1 to 9.5 days a year of critical fire weather. Critical fire weather days are based on atmospheric humidity. Also contributing to the wildfire hazard are steep slopes and combustible vegetation. Most of the undeveloped slopes in Orinda are "High Hazard" as defined by the Fire Hazard Severity Scale; fire fighters have to deal with slopes of up to 60 percent, chaparral cover, and several days a year of critical fire weather.

Hazardous Materials. Although Orinda has no heavy industry and few firms likely to store hazardous materials in quantity, the possibility of a toxic materials accident exists. The EBMUD filter plant on Camino Pablo uses some toxic chemicals. The main risk relates to the transportation of hazardous materials on Highway 24, and on Camino Pablo and Moraga Way. Transportation of some hazardous materials (flammable materials, liquid petroleum gas, or poisonous gas in tank trucks) through the Caldecott Tunnel is limited to between 3 a.m. and 5 a.m. by the California Vehicle Code (Section 31301). There are no restrictions on transportation on the remainder of Highway 24. Drivers may use any route through Orinda unless a local ordinance designates truck routes. Highway 24 is not designated by the California Highway Patrol as an approved route for explosives, and therefore none should be carried on this highway.

A general policy on hazardous materials is included in the Plan. Further policies concerning truck routes and response to toxic material accidents will be developed for the Emergency Preparedness Plan.

Evacuation Routes. In the event that Highway 24 is closed, there are few routes out of Orinda, particularly routes leading to the west. The Emergency Preparedness Plan will designate evacuation routes for use in the event of a City-wide emergency.

4.2.1 Safety Element: Guiding Policies

- A. Geologic and seismic hazards shall be mitigated or development shall be located away from geologic and seismic hazards in order to preserve life and protect property.*
- B. Encourage a high level of fire protection and fire-prevention education.*
- C. Development shall be located away from flood-prone areas unless flood risks can be mitigated.*
- D. Provide public protection from hazards associated with the use, storage and transportation of hazardous materials.*

4.2.2 Safety Element: Implementing Policies

- A. A geotechnical investigation and report, including assessments of seismic and landslide risks shall be required for new development in Orinda, including single-family residences unless exempted by the City of Orinda. Any other facility that could create a geologic hazard, such as a road on hillside terrain, must also have such an investigation.*
- B. Evidence of probable geologic hazard will require a geotechnical study by a registered soil engineer or registered geologist to be reviewed by geotechnical consultants selected by the City.*
- C. Study alternative mechanisms to include in an ordinance which ensures that necessary geotechnical improvements in new subdivisions are permanently maintained to provide protection to on-site and off-site homeowners to the greatest feasible extent.*
- D. Develop grading and drainage regulations to ensure long-term stability of the finished site and individual lots to meet Conservation Element policies and to protect Orinda streets from construction damage.*
- E. Land development shall be consistent with the natural carrying capacity of nearby creeks, streams and other waterways.*
- F. Encourage a high level of fire protection to residential and commercial development.*
- G. Ordinances shall be developed requiring fire protection features, such as: fire-retardant roof material for new and replacement roofs, sprinklers for new construction, adequate provisions for emergency access, and other fire protection features.*
- H. Minimize damage from grass fires through the development of firebreaks in dedicated open space and fire-access easements.*

Firebreaks and fire-access easements should be made a condition of project approval.

I. *Reduce the level of risk from toxic and hazardous materials in Orinda by regulating the transportation and storage of these materials into, through, and out of Orinda, and through an educational program on the proper disposal methods for hazardous, toxic and polluting materials.*

J. *Prepare and adopt fire-resistant landscaping requirements for new subdivisions.*

The Orinda Fire Protection District currently uses guidelines developed by the State Department of Forestry. A committee will be appointed to review these guidelines and develop an ordinance for Orinda.

K. *Establish standards for public and private roads that ensure adequate access for fire-protection equipment.*

L. *Develop and implement an Emergency Preparedness Plan.*

M. *Develop appropriate floodplain management ordinances and related measures consistent with official HUD flood-hazard boundary maps.*

N. *Cooperate with other agencies to assure adequate medical and other emergency services.*

O. *Develop an ordinance requiring posting of the use of toxic materials.*

4.3 NOISE ELEMENT

Traffic is the primary source of continuous noise in Orinda. Noise contour maps (Figures 7 and 8) have been prepared for 1985 noise conditions and for projected 2005 noise levels. The 1985 contours were developed using a combination of noise modeling and measurement techniques. Three types of measurements were made: a continuous 24-hour measurement along Moraga Way to determine the typical daily variation in noise levels in Orinda; 15-minute measurements with traffic counts along Camino Pablo and Moraga Way; and a series of five-minute spot measurements throughout the Highway 24 corridor to evaluate the influence of terrain on the location of the noise contours in this area. The location of the noise measurements are shown on Figure 7, and the noise measurements are described in Table 1.

The day/night average noise level (Ldn) describes 24-hour average noise levels measured in decibels (dBA) taking account of increased sensitivity to noise during nighttime hours. Sound levels between 10 p.m. and 7 a.m. are penalized 10 decibels (dB). The dB scale is logarithmic; a 3 dB difference is normally discernible and a 10 dB increase is subjectively heard as a doubling in loudness.

Construction of Gateway Boulevard will reduce noise along Moraga Way, and the new route can be designed to avoid creating nuisances for nearby residents. Improvement of the noise environment for homes adjoining Camino Pablo and Moraga Way will be difficult because openings for access would make a sound wall ineffective. Along Highway 24 the line between the sound source and most homes above could not be blocked by a sound wall.



Figure 8: 2005 NOISE CONTOURS


 60
 65

FUTURE Ldn IN DECIBELS

Ldn (day/night average sound level): divides 24 hours into day and night periods, and adds on 10 dBA "penalty" to nighttime noise.

SOURCE: CHARLES M. SALTER ASSOCIATES, INC.

BEFORE THE CITY COUNCIL OF THE CITY OF ORINDA

In the Matter of:

Amending the City of Orinda
General Plan (GPA-02-89)

RESOLUTION NO. 63-89

Sections 65350 to 65351 of the Government Code of the State of California prescribe the procedures for adopting and amending the City's General Plan; and

By Resolution No. 30-87, adopted on May 20, 1987, the City Council adopted the City of Orinda General Plan;

The applicant (Northern California Latvian Center) has requested a General Plan Amendment (GPA-02-89) which proposes to change the land use designation of a two acre study site from "Parks and Recreation" to "Residential: Single Family Low Density" (1-2 units/acre) or "Public and Semipublic". The site is located on the north side of Moraga Way between Orchard Road and Ardor Drive (APN 270-290-022).

On July 18, 1989, the Planning Commission held a public hearing on the proposed General Plan Amendment and following the hearing, voted to recommend that the City Council deny the request (Resolution No. PC-2-89).

The City Council held public hearings on the proposed amendment to the General Plan on August 8, 1989 and August 22, 1989, and considered the matter on October 10, 1989; and

At the conclusion of its October 10th discussion on the matter, the Council decided to approve a General Plan Amendment which changes the land use designation of the two acre study site from "Parks and Recreation" to "Public and Semipublic" on the General Plan Map (as suggested by the Planning Commission).

Now, THEREFORE, the City Council of the City of Orinda
resolves as follows:

1. The negative declaration (statement of no significant impact) for this project is approved.

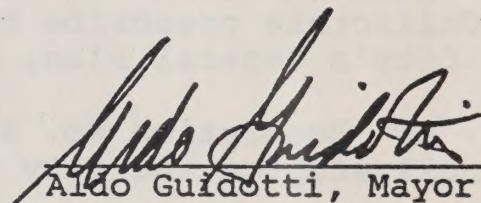
2. The City of Orinda General Plan Map is amended to reflect the "Public and Semipublic" designation on the two acre study site located north of Moraga Way between Orchard Road and Ardor Drive (APN 270-290-022) as shown on Exhibit A.

ADOPTED by the City Council of the City of Orinda at its regular meeting held on October 10, 1989, by the following vote:

AYES: Dabel, Heggie, Guidotti

NOES: Knebel, Landers

ABSENT: None


Aldo Guidotti, Mayor

ATTEST:

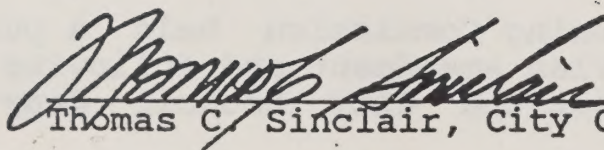

Thomas C. Sinclair, City Clerk

TABLE 1: SUMMARY OF NOISE MEASUREMENTS

Location Number ¹	Day	Length of Measurement	Start Time	Leq ² (dBA)	Calculated Ldn ³ (dBA)
1	12-19-85	5 min.	10:00 a.m.	52	55
2	12-19-85	5 min.	10:06 a.m.	55	58
3	12-19-85	5 min.	10:15 a.m.	72	75
4	12-18-85	5 min.	10:25 a.m.	55	58
5	12-19-85	5 min.	10:35 a.m.	51	54
6	12-19-85	5 min.	10:42 a.m.	53	56
7	12-19-85	5 min.	11:00 a.m.	66	69
8	12-19-85	5 min.	11:08 a.m.	59	62
9	12-19-85	5 min.	11:20 a.m.	45	48
10	12-19-85	5 min.	11:23 a.m.	66	69
11	12-19-85	5 min.	11:33 a.m.	48	51
12	12-19-85	5 min.	11:45 a.m.	52	55
13	12-19-85	5 min.	11:52 a.m.	63	66
14	12-19-85	5 min.	Noon	70	73
15	12-18-85 - 12-19-85	24 hrs.	3:00 p.m.		66 (measured)
16	12-18-85	15 min.	3:30 p.m.	66	68
17	12-18-85	15 min.	4:23 p.m.	69	71

Notes:

1. See Figure 7.
 2. Leq - Sound level for monitoring period.
 3. Ldn - Day/night noise equivalent.
dBA - A-weighted decibels. (A-weighting is a method of weighting frequencies to correspond to the way sound is perceived by the human ear.)
-

Source: Charles M. Salter Associates, Inc.

4.3.1 Noise Element: Guiding Policies

- A. Where practical, mitigate traffic noise to acceptable levels.*
- B. Prevent unnecessary noise from all sources.*

4.3.2 Noise Element: Implementing Policies

- A. Require an acoustical study and any necessary noise level mitigation where new residential or commercial development is proposed along the Highway 24 corridor and adjacent to major arterials where projected noise contours are 60 Ldn or more.*
- B. Review all multi-family development proposals within the projected 60 Ldn contour for compliance with noise standards (45 Ldn in any habitable room) as required by State law.*
- C. Develop ordinance to limit noise created by temporary activities such as building construction to the shortest duration possible, and to daytime hours wherever possible. All reasonable noise mitigation measures should be used.*
- D. Incorporate appropriate noise mitigation in Gateway Boulevard and Brookside Road design where existing or planned residential development would be affected.*
- E. Encourage owners of homes subject to traffic noise nuisance to install noise insulation and to make design modifications that would improve the noise environment. Consider providing technical advice.*
- F. Adopt a comprehensive noise ordinance.*

ORINDA GENERAL PLAN AMENDMENT
GPA-02-89
RESOLUTION NO. _____

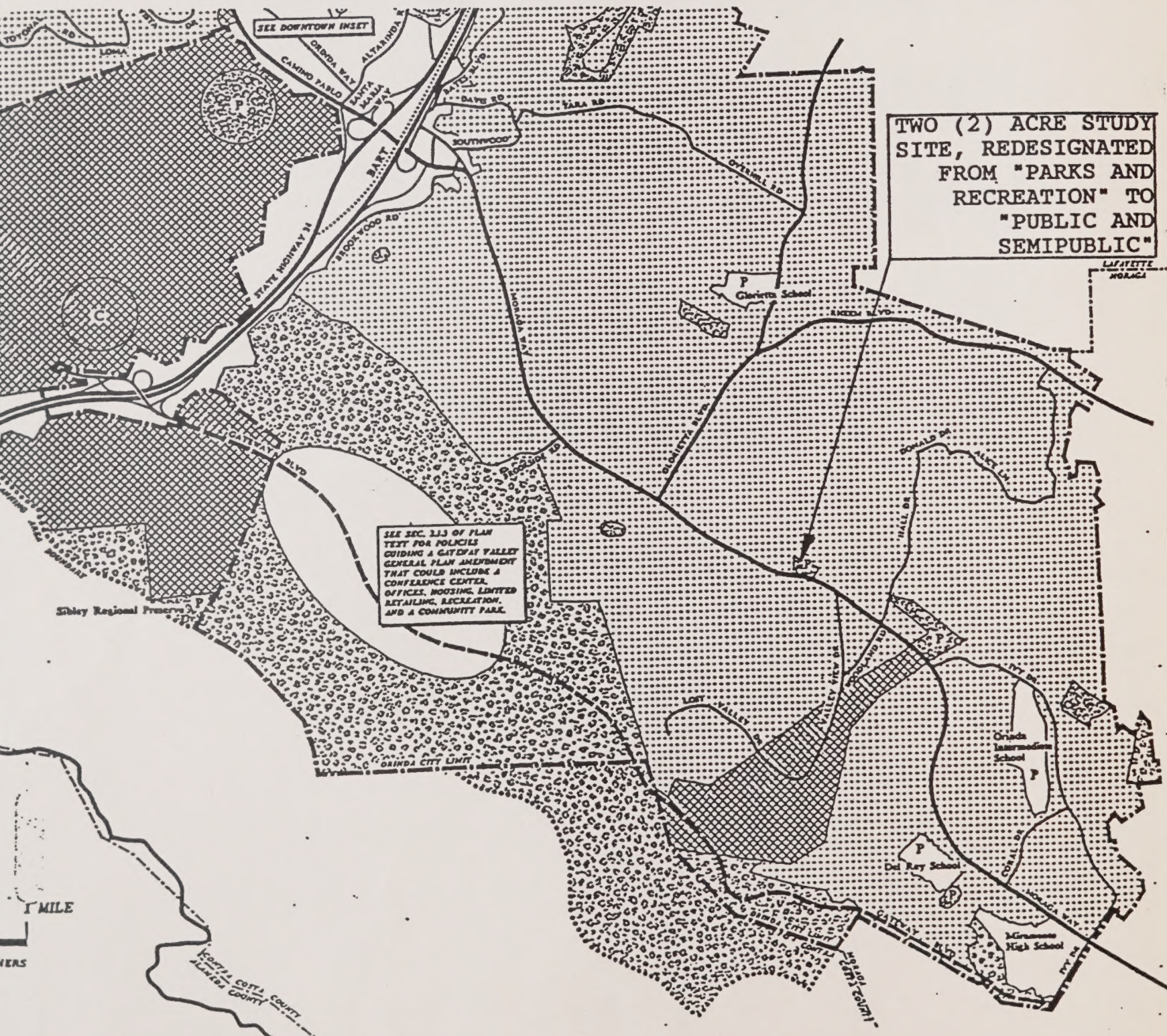


EXHIBIT A

GLOSSARY OF TERMS

- 1) **Arterial Street** - A major street with controlled intersections carrying the traffic of local and collector streets to and from the freeway and other major streets, with controlled intersections.
- 2) **Collector Street** - A street for traffic moving between arterial and local streets.
- 3) **Density Transfer** - The conveyance of density credit designated by the General Plan from one parcel to another, within the same project.
- 4) **General Plan Land Use Map Designation** - The General Plan Land Use Map designates general categories of permitted uses and ranges of acceptable developmental densities desired within the General Plan planning period (1987 - 2007).
- 5) **Local Street** - A street providing direct access to properties and designed to discourage through traffic.
- 6) **Local Use** - A commercial retail and/or office use serving a market in which the majority of business trade is derived from the Lamorinda area.
- 7) **Planning Area** - Land located within the Orinda City limits and minor unincorporated portions of land enclosed within the "Planning Area boundary" lines shown on the General Plan map (Figure 1).
- 8) **Regional Use** - A commercial retail and/or office use serving a market in which the majority of business trade is derived from outside the Lamorinda market.
- 9) **Semi-Rural Character** - The Orinda living environment characterized by heavy mature tree growth and open meadows on a hilly topographical setting, relatively undisturbed ridgelines and creeks, major open space areas and large lot homes served by a rural street system, and as further defined in Section 2.1.
- 10) **Slope Density Ordinance** - County Code, Chapter 814-2 adopted by Orinda in 1985 places restrictions on the subdivision and development of land zoned with a slope density combining district. Key provisions of the ordinance require design review of new development and a minimum parcel size requirement which increases the minimum lot area correspondingly with the severity of the site slope.
- 11) **Sphere of Influence** - A plan for the probable ultimate physical boundaries and service area of Orinda as determined by the Local Agency Formation Commission.
- 12) **Village Character** - A commercial area of relatively low density with a pre-dominance of small-scale, low-lying buildings with varying architectural styles (generally not exceeding two stories) fronting on streets or landscaped plaza-like spaces.

- 13) **Zoning Map Land Use Designation** - The Zoning Map designates specific categories of permitted uses such as agricultural, single-family residential, commercial, etc., and minimum parcel sizes currently desired. State law requires that zoning map designations be consistent with the General Plan.

BEFORE THE CITY COUNCIL OF THE CITY OF ORINDA

In the Matter of:

Amending the City of Orinda)
General Plan (GPA-01-89))
(APN 271-150-002))
_____)

RESOLUTION NO. 4-90

Sections 65350 to 65351 of the Government Code of the State of California prescribe the procedures for adopting and amending the City's General Plan; and

By Resolution No. 30-87, adopted on May 20, 1987, the City Council adopted the City of Orinda General Plan;

The applicant (Dean Claxton) has requested a General Plan Amendment (GPA-02-89) which proposed to change the land use designation of a 3.8 acre study site from "Parks and Recreation" to "Residential: Single Family Low Density (1-2 units/acre)". The site is located at the easterly terminus of Donna Maria Way (APN 271-150-002).

On June 20, 1989, the Planning Commission held a public hearing on the proposed General Plan Amendment and following the hearing, voted to recommend that the City Council deny the request (Resolution No. PC-1-89).

The City Council held public hearings on the proposed amendment to the General Plan on July 25, August 22, November 14, November 28, 1989 and considered the matter on January 9, 1990; and

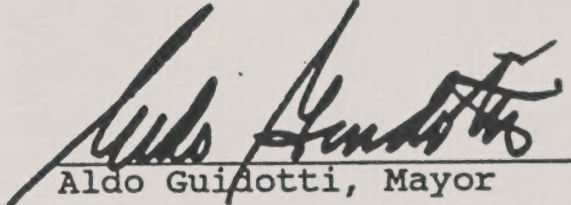
At the conclusion of its January 9 discussion on the matter, the Council decided to approve a General Plan Amendment which changes the land use designation of the 3.8 acre study site from "Parks and Recreation" to "Residential: Single Family Low Density (1-2 units/acre)" on the General Plan Map.

NOW, THEREFORE, the City Council of the City of Orinda resolves as follows:

1. The negative declaration (statement of no significant impact) for this project is approved.
2. The City of Orinda General Plan Map is amended to reflect the "Residential: Single Family Low Density (1-2 units/acre)" designation on the 3.8 acre study site located at the easterly terminus of Donna Maria Way (APN 270-290-022) as shown on Exhibit A.

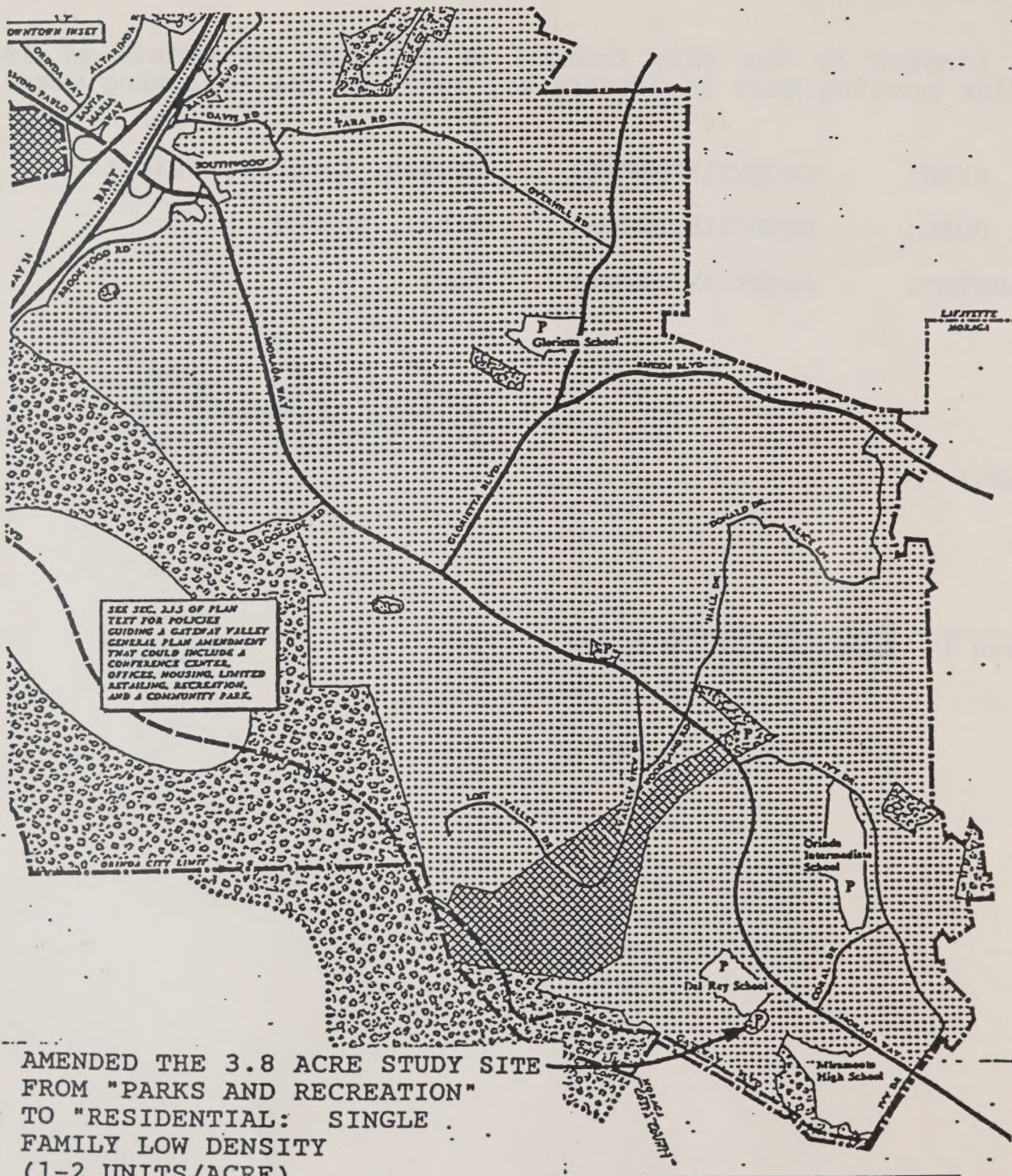
Adopted by the City Council of the City of Orinda at its regular meeting held on January 23, 1990, by the following vote:

AYES:	COUNCILMEMBERS:	Heggie, Landers, Guidotti
NOES:	COUNCILMEMBERS:	Dabel, Knebel
ABSENT:	COUNCILMEMBERS:	None


Aldo Guidotti, Mayor

Attest:

Thomas C. Sinclair, City Clerk



GENERAL PLAN AMENDMENT
01-89

EXHIBIT A

Attachment to
Resolution No. 4-90

BEFORE THE CITY COUNCIL OF THE CITY OF ORINDA

In the Matter of:

Amending the City of Orinda)
General Plan (GPA-02-89))

RESOLUTION NO. 63-89

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On July 18, 1989, the Planning Commission held a public hearing on the proposed General Plan Amendment and following the hearing, voted to recommend that the City Council deny the request (Resolution No. PC-2-89).

The City Council held public hearings on the proposed amendment to the General Plan on August 8, 1989 and August 22, 1989, and considered the matter on October 10, 1989; and

At the conclusion of its October 10th discussion on the matter, the Council decided to approve a General Plan Amendment which changes the land use designation of the two acre study site from "Parks and Recreation" to "Public and Semipublic" on the General Plan Map (as suggested by the Planning Commission).

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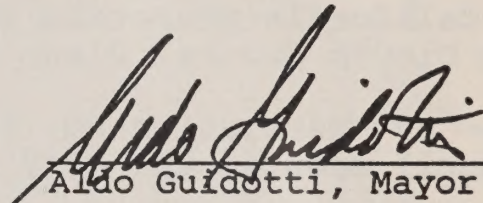
2. The City of Orinda General Plan Map is amended to reflect the "Public and Semipublic" designation on the two acre study site located north of Moraga Way between Orchard Road and Ardor Drive (APN 270-290-022) as shown on Exhibit A.

ADOPTED by the City Council of the City of Orinda at its regular meeting held on October 10, 1989, by the following vote:

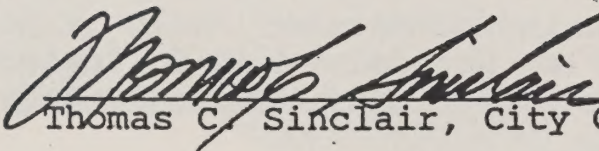
AYES: Dabel, Heggie, Guidotti

NOES: Knebel, Landers

ABSENT: None


Aldo Guidotti, Mayor

ATTEST:


Thomas C. Sinclair, City Clerk

U.C. BERKELEY LIBRARIES



C101745260

